HIGHWAYS AGENCY

Safe roads, reliable journeys, informed travellers

Cambridge to Huntingdon improvement scheme A14

Public consultation on route options 2013 – consultation report

December 2013

An executive agency of the Department for Transport

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Foreword

The Highways Agency, an executive agency of the Department for Transport, is promoting a scheme to improve the A14 trunk road between Cambridge and Huntingdon.

In September and October 2013 the Highways Agency conducted a public consultation exercise, in order to explain the scheme and to gain a wider understanding of public and stakeholder opinions on the proposed route, the other highway options considered and tolling proposals.

This report summarises the wide range of views received during the consultation exercise and responds to the many points made.

Public exhibitions were held during September and October 2013 at locations along the A14 corridor. These were well-attended and the Highways Agency received nearly 1,400 written responses.

Section 2 of this report describes the public consultation process itself; how we conducted the exercise, how we collected your views and what general themes were raised.

Sections 3 to 9 of the report provide your responses on a series of key issues: including the overall scheme proposals and route alignment; tolling proposals; and the key environmental impacts.

Section 10 of this report describes the route ahead for the A14 Cambridge to Huntingdon improvement project. In particular it explains why a Development Consent Order (DCO) is needed to give the Highways Agency the powers to construct the new road.

On 4 December the Government announced that plans to toll the A14 would be dropped, having carefully considered the concerns raised by Members of Parliament, local residents, businesses and the freight haulage operators who rely on this road. However, as opinion on tolling has formed such a significant element in the consultation process, this document continues to provide a summary of the representations received on this issue.

Executive summary

The scheme

The Government has confirmed up to £1.5bn in funding for the A14 Cambridge to Huntingdon Improvement Scheme. This project will reduce congestion on one of the busiest sections of the trunk road network in England and will help to unlock economic growth in Cambridgeshire, East Anglia and beyond. It will also increase local connectivity for those who live and work in the area and improve road safety by separating strategic from local traffic.

The proposed scheme extends east from the existing A14 at Ellington to the Cambridge Northern Bypass at Milton, a distance of 21 miles. It includes a new bypass to the south of Huntingdon, carriageway widening on the existing A14 between Huntingdon and Cambridge, and improvements to the Cambridge Northern Bypass. It also includes junction improvements, the widening of a 4½ mile section of the A1 trunk road between Brampton and Alconbury and nearly 7 miles of new local access roads.

Proposals to toll the Huntingdon Southern Bypass formed part of the funding package for the scheme, which is predominantly financed by Central Government, but will also include a £100m contribution from local authorities and local enterprise partnerships in the region. However, in December 2013, following consideration of feedback received, the Government announced that plans to introduce tolls on the A14 would be dropped.

The Government has tasked the Highways Agency, an executive agency of the Department for Transport, with the delivery of the A14 Cambridge to Huntingdon improvement scheme. The Highways Agency will review its plans for the proposed route in the light of the consultation feedback received and the Government's decision not to toll, and expects to publish a preferred route early in 2014.

The public consultation

Public consultation provides an important opportunity for Government and the Highways Agency to gain a better understanding of the views and expectations of local people, businesses, public authorities, communities and road-users.

Statutory powers to construct the road will be sought under the Planning Act 2008, which sets out the obligations of the promoter in respect of consultation with stakeholders and communities. This public consultation exercise has preceded the statutory consultation process, but was undertaken in order to provide interested parties with up-to-date information on the scheme's progress and to gain an early understanding of public opinion and preferences.

The public consultation was held over a five-week period between 9 September and 13 October 2013. Some 15 public exhibitions were held within the A14 corridor between Huntingdon and Cambridge, and information was provided in the form of booklets and maps, and on the Highways Agency's website.

The consultation focused on establishing the best overall route for the scheme, on making a comparative assessment of the six alternative schemes identified in earlier Department for Transport (DfT) studies, and on testing public opinion on aspects of tolling. Nearly 1,400 responses were received from individuals, local authorities, businesses and interest groups and there was considerable press interest in the scheme.

In general, the public consultation was well received and exhibitions were widely attended. There was a good deal of interest from parish councillors and local authority members and officers, so a series of evening meetings were held with these groups as the consultation proceeded. Exhibitions were held at locations throughout the route corridor, in accordance with Highways Agency practice.

In addition to the consultation document, a more detailed Technical Review of Options was prepared to give further information to those with a particular interest in aspects of the scheme proposals.

Overall findings

The key outcomes from the public consultation were that:

- many people agreed that the scheme would reduce congestion and stimulate economic growth;
- tolling is almost universally unpopular;
- the route east of Swavesey – which involves the widening of existing sections of trunk road – is not particularly contentious;
- there is a lack of support for the Huntingdon Southern Bypass, which we believe to be driven by concerns on tolling; and that
- around half of respondents considered the A14 Huntingdon Viaduct should be retained as it would form part of a toll-free alternative to the Huntingdon Southern Bypass.

The Government's proposals to introduce tolls on the Huntingdon Southern Bypass have significantly influenced the opinions and preferences of many respondents. The Highways Agency recognises that future stages in the consultation process will need to further explore peoples' thinking behind the issues raised further, now that tolling plans have been dropped.

General views on the scheme proposals

Most people agreed that the proposed scheme would help to reduce congestion and stimulate economic growth with businesses, local authorities and freight groups welcoming the improvements in the road network. But there was no clear consensus on whether, in overall terms, the proposed scheme would meet the Government's strategic objectives for the project.

Most people believed that the Cambridge Northern Bypass, Girton junction (with the M11 and A428) and the section of the A14 between Cambridge and Huntingdon should be improved, but many people disagreed with the proposal to build a tolled Huntingdon Southern Bypass and to remove the existing A14 viaduct across the East Coast Mainline railway at Huntingdon Railway Station.

The proposals for tolling appear to have significantly influenced public opinion, as many people stated that they would support the scheme had tolling not been considered. By comparison, at a previous consultation exercise in 2005, more than four-fifths of respondents supported proposals to improve the A14 over a similar length.

Views on tolling

Most respondents were against tolling as a means of part-funding the proposed scheme and local authorities and businesses in East Anglia felt that the introduction of tolls on this strategic route would disadvantage businesses in the region.

Many also expressed concern that some motorists would choose to avoid the tolled section, introducing additional traffic onto other, less suitable routes; in particular on the A428 trunk road, on the main road through St Ives, and in village settlements throughout the A14 corridor.

Typical toll-charges for cars and goods vehicles were quoted in the consultation material; these were set at levels judged by the Highways Agency to minimise traffic diversion onto other, less suitable, roads. The elimination of congestion on the A14 would reduce operating costs for businesses and individuals, although the extent to which this mitigates the effects of tolling would depend on individual vehicle types.

Plans to de-trunk the A14 through Huntingdon and to demolish the A14 viaduct over the East Coast Mainline railway were generally unpopular with respondents because they resulted in closure of the most direct, toll-free alternative to the Huntingdon Southern Bypass. However, the de-trunking proposals remain popular with the local authorities in Huntingdon and Cambridgeshire, whose ambitions are to improve air quality, reduce traffic noise, and promote local regeneration in Huntingdon.

Views on route options

In addition to the proposed scheme, the public consultation exercise presented six highway route options developed by the DfT in its A14 Study during 2012.

Opinion on the choice of route was split between the proposed scheme and highway route option 5, which retains the existing A14 through Huntingdon and creates a two-lane dual carriageway to the south of the town. However, comments received indicated that this split may be influenced by proposals to toll the southern bypass.

Some respondents suggested other route options or further investment in non-highways infrastructure or improved traffic management. Of particular significance was the A428 corridor, which some suggested could be upgraded as an alternative to improving the A14. However, previous studies have shown that an A428 improvement scheme would not achieve the same level of economic and strategic benefits as the proposed A14 scheme and would be more costly to deliver. The report also notes that significant improvements are already being made to the rail-freight network in the region, including the Felixstowe to Nuneaton line.

Views on scheme costs and funding

Some respondents believed that toll revenues would be largely offset by the costs involved in their collection, while others believed that, if the road was unaffordable to Central Government, it should not be built. Some also expressed concern that local authorities were being asked to contribute to the cost of the scheme as it was perceived that local people and businesses would, in effect, be helping to finance the project.

Views on alignment of proposed route design and engineering

Respondents made a wide range of comments on the route alignment and junction proposals.

There was general agreement that it was sensible to separate local traffic from strategic through-traffic and on the additional benefits that this would bring to non-motorised road users. But a number of people raised concerns about the layout of junctions and proposed alternative links between the A14 trunk road and other routes.

Opinion was mixed on the removal of the A14 viaduct over the East Coast Mainline railway. Some felt there were good reasons (in terms of the environment and regeneration) for de-trunking the old route and removing the viaduct; others suggested that it may be more cost effective to retain the structure than to remove it now that repairs were in progress. A particular concern was raised in relation to agricultural traffic, which currently uses the trunk road and which would have no realistic alternative route because of weight restrictions on Brampton Road.

There was a high level of support for improvements to the Cambridge Northern Bypass and many people were pleased to see that proposals now included carriageway widening on the A1 between Brampton and Alconbury. Most people also agreed that the scheme would improve road safety on this section of the A14, but some felt that the scheme should be built to full motorway standards with hard shoulders and restrictions on the categories of traffic able to use it.

Views on capacity and congestion

Some respondents were concerned that traffic modelling had not taken full account of the proposed scale of development in the A14 corridor and the diversionary effects of tolling.

While the public was aware of separate consultation on route based strategies being carried out by the Highways Agency, concerns were raised about the impact of traffic and growth on other routes.

Views on environmental and community issues

Proposals for de-trunking the existing A14 route through Huntington were seen by respondents as contributing to a general improvement in the local environment. By contrast, the construction of the Huntingdon Southern Bypass caused concern because of its visual impact on the open countryside through the Ouse Valley and because of its impact on air quality and noise. Some were also worried that the road might increase the risk of flooding and groundwater pollution.

While some respondents were sceptical about the wider legacy benefits that might be created, others suggested ideas that might be supported by the community and non-motorised road users. There was also concern that the scheme might sever local footpath and bridleway routes, while others saw the legacy dimension as an opportunity to reinstate lost rights of way.

Next steps

This report provides a detailed summary of what Members of Parliament, local authorities, local communities and communities, landowners, businesses and the freight haulage operators have said to the Highways Agency about the scheme proposals.

The report also provides the Highways Agency's comments on these views and the actions that we propose to take to address the points which have been raised.

The Government has carefully considered the many views expressed on proposals to toll the A14 Huntingdon Southern Bypass and has now decided not to proceed with tolling for this scheme. Despite the fact that tolling will not be considered further by the Highways Agency, the key issues raised on tolling have been retained in the report as they form an important part of the record relating to this consultation exercise.

The Development Consent Order (DCO) process provides stakeholders and the community with further opportunities to contribute to the development of the scheme, through formal consultation and by making representations to the Planning Inspectorate.

The Highways Agency will take every opportunity to engage with those who have a view in order to develop a transport solution that is best for the community, the region, and the country and welcomes feedback, whether this is through the formal consultation or by means of the Highways Agency's various communications channels.

Further consultation will follow on the preferred route before a Development Consent Order application is submitted towards the end of 2014. We will be developing a Statement of Community Consultation with surrounding local authorities over the coming months, which will form the basis of our formal consultation as we progress towards submission of the DCO.

In addition and alongside ongoing development of the deisgn, the Highways Agency will conduct more surveys and assessments of the local environment to ensure that local conditions are fully understood.

The Government and the Highways Agency are committed to delivering a highways improvement scheme that offers value for money, not only in transport terms, but also in the wider benefits it brings to the economy and the communities it affects.

Summary of findings

Aspect of the scheme	What you said	The way ahead
Approach to public consultation	■ well received in general ■ exhibitions should have been more extensive ■ longer consultation period would have been better	■ further consultation next year on preferred route ■ strengthen communications with stakeholders ■ improve access to information
General views of scheme proposals	■ a need to do something to combat congestion ■ belief that scheme will promote economic growth ■ support improvement to Cambridge Northern Bypass	■ announce preferred route early in 2014 ■ further assessment of traffic and economic benefits ■ development consent order application in late 2014
Tolling	■ generally unpopular with most respondents ■ tolls will transfer more traffic onto local roads ■ negative impact on economy of Suffolk and Norfolk	■ Government has carefully considered public views ■ tolling proposals have been dropped
Route options	■ agree with plans to widen A14 east of Swavesey ■ opinion split between proposed scheme and Option 5 ■ should consider non-highway solutions	■ multi-modal studies identified non-road measures ■ re-evaluation of options following decision not to toll ■ responses considered further in future design
Costs and funding	■ should be funded solely by Central Government ■ scheme costs have increased since 2010 ■ expensive relative to benefits offered	■ local government contributions remain important ■ will continue to focus on value-for-money in design ■ aim is to deliver below the £1.5bn budget
Alignment and engineering	■ mixed views on removal of A14 Huntingdon viaduct ■ like plans to separate local and strategic traffic ■ should consider building a motorway-standard road ■ future-proof against further development	■ seek environmental benefits in Huntingdon ■ re-evaluate route option based on decision not to toll ■ junctions will have capacity for future developments ■ road safety is a major influencer on design standards
Capacity and congestion	■ challenged whether traffic model was suitable ■ concerned that existing congestion would remain in A14 corridor ■ congestion might just transfer onto other roads	■ traffic model to be refined in next stage of scheme ■ scheme will address congestion in A14 corridor ■ Highways Agency route based strategies take wider view
Environment and the community	■ positive impact in Huntingdon ■ negative impact on Ouse Valley ■ legacy benefits were challenged	■ master-planning advice being received ■ focus on effective environmental mitigation ■ extensive local authority participation in future plans

The scheme

1

The scheme

The A14 Cambridge to Huntingdon improvement scheme tackles congestion and delays on one of the busiest sections of the strategic road network and will improve journeys between East Anglia and the Midlands. The scheme will help to:

- combat congestion
- unlock economic growth
- improve connectivity
- enhance safety and
- create a legacy of socio-economic and community benefits

The Highways Agency described its proposed scheme in consultation documents published during September 2013. We consider that the proposed scheme best satisfies the strategic, transportation and funding requirements of the Government and the local authorities but we recognise that as a result of the decision not to toll the A14 there is a need to re-evaluate elements of this proposal. This assessment will be carried out before a preferred route is published early in the new year but is not expected to affect the overall deliverability of the scheme.

The proposed scheme begins to the west of Huntingdon at Ellington, on the A14 trunk road. It extends south and east to form a new southern bypass around Huntingdon before re-joining the existing A14 near Swavesey. From there it continues east, with carriageway widening providing additional capacity as far as Milton, at the east end of Cambridge Northern Bypass. The scheme also includes widening the existing A1 trunk road between Brampton and Alconbury, together with construction of a 7 mile local road between Fen Drayton and Girton.

The consultation proposals also included plans to introduce a free-flow tolling system on the Huntingdon Southern Bypass, between Ellington in the west and Swavesey in the east. Tolling did not extend either to the widened section of the A14 east of Swavesey or to the widened section of the A1. Tolling was withdrawn from the scheme proposals in December 2013.

The four sections of the proposed scheme have been described in elements for ease of understanding, and are illustratedin Figure 1.

Element 1

- A new southern bypass around Huntingdon, from Ellington to Swavesey, which replaces the existing section of the A14 through the town.
- Widening of the A1 trunk road between Brampton and Alconbury to cope with additional traffic flows.
- De-trunking the existing A14, including the removal of the viaduct over the mainline railway, close to Huntingdon station.

Element 2

- Widening of the existing A14 and improved junctions from near to Swavesey to the M11 junction at Girton, providing extra traffic capacity over this length.
- Closing the junction at Dry Drayton.
- Construction of a new local access road between Fen Drayton and Girton.

Element 3

- Improving and reconfiguring Girton Interchange, which connects the A14, the M11 and the A428, which will reduce congestion and improve safety.

Element 4

- Improving junctions at Histon and Milton and widening the dual carriageway to the north of Cambridge to provide extra capacity.

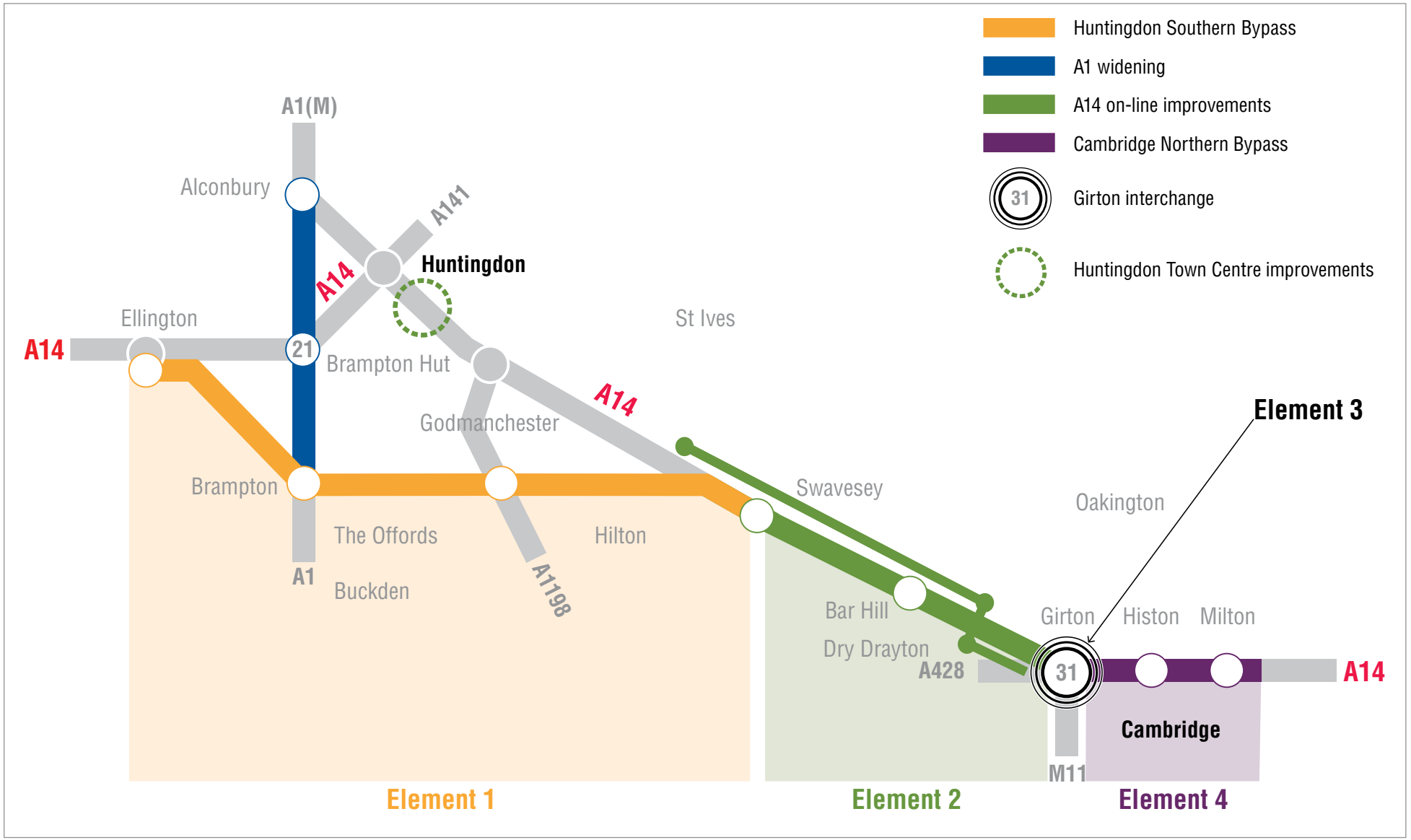

Figure 1: Proposed scheme

The consultation

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Cambridge to Huntingdon improvement scheme A14
The way ahead
Cambridge to Huntingdon improvement scheme A14
We want to hear your views
Closing date for return of the questionnaire is Sunday 13 October 2013
The website address for this scheme is:

2.1 How we consulted

In order to gain an understanding of stakeholder and community views on the proposed route of the A14 Cambridge to Huntingdon improvement scheme, and to assess public opinion on the other options previously considered, the Highways Agency held a public consultation exercise between Monday 9 September and Sunday 13 October 2013. In addition to looking at scheme options, the public consultation provided the first opportunity to test public opinion on road-user tolling, proposed during 2012 by the Secretary of State for Transport.

Purpose of the consultation

At this early stage in the project, we felt that it was important to consult with individuals, businesses, local authorities and other stakeholders in order to understand the range of views held locally and throughout the region. This is important information, which can be used to inform further stages in design and to enable us to develop a preferred route that best meets the needs of those affected by the scheme. The preferred route is the term used by the Department for Transport to identify the route which the scheme will take and has some legal significance in that it helps us to protect the land corridor against further development whilst we draw up more detailed plans for the scheme and gain the necessary approvals to start work. We expect to be able to announce a preferred route once all the issues arising from this consultation exercise have been properly considered; this is likely to take place early in 2014.

Our approach is consistent with good practice guidance on consulting on major schemes set out by the Communities and Local Government Planning Act 2008 Guidance on the pre-application process for major infrastructure projects (2013) and the Cabinet Office's Consultation Principles: Guidance (2012).

Responses to this consultation are an important part of our scheme development. They will help us to develop the scheme further and ensure that it achieves its objectives.

We asked a number of questions that focused on:

- the overall scheme
- alignment of the proposed scheme, including elements 1 to 4 and
- six highway packages identified in the 2011/12 DfT study and how these compared to the proposed scheme

For each of the proposed scheme elements and for the scheme as a whole, we asked for your views on how it would help to support the wider project objectives of:

- combating congestion
- unlocking growth
- connecting people
- improving safety and
- creating a positive legacy

We also asked about the use of a toll on part of the proposed scheme and sought views on its operation.

Sharing information about the scheme

Our aim has been to consult as widely as possible on the proposals and to provide those having an interest in the scheme with sufficient detail to form a view. Our communications included:

- a consultation summary brochure
- a more detailed technical document
- access to documents on the Highways Agency website www.highways.gov.uk/A14CambridgetoHuntingdon
- access to documents on the GOV.UK website
- email alerts to over 2,100 subscribers
- staffed public exhibitions
- unstaffed public exhibitions
- presentations to, and meetings with, local authority members and officers
- meetings with other key stakeholders including port operators and user-groups
- press and media interviews and coverage

A helpline was provided on the back of the consultation documents which people could contact if they had difficulty in accessing or using the information. Consultation materials are listed in Appendix A and, where applicable, links are provided to electronic copies of documents.

These documents and information about our consultation activities were publicised through a range of national and regional media, including:

- news releases to Cambridgeshire and the surrounding counties
- a home-page news feed on the Highways Agency website
- tweets were sent out through the Highways Agency's national channel
- television coverage at the launch of the public exhibitions (attended by regional news channels)
- BBC news online and
- the Highways Agency press office, which responded to questions from the media

A summary of all media coverage relating to the project is set out in Appendix B.

Who we consulted

We gathered the views of everyone who wanted to make a comment on the proposed scheme. We also contacted key stakeholder groups directly to ensure that they were aware of the consultation. Those stakeholders included:

- local authorities within the vicinity of the scheme
- town and parish councils within the vicinity of the route
- local Members of Parliament
- Highways Agency key strategic stakeholders and
- commerce and industry associations

The list of key stakeholders we consulted at this stage was extensive and we welcome the contact made by organisations and groups through the consultation. As we progress, we will continue to identify stakeholder groups, review our list of key stakeholders and seek their input into the development of the scheme. We will ensure our on-going engagement is compliant with the statutory requirements for consultation set out in the *Planning Act 2008.*

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Gathering your views – our questionnaire

We invited you to share your views and comments on the proposed scheme by completing a questionnaire, online or printed copy, which could either be requested or picked up at one of our exhibitions. We also responded to requests for the questionnaire and invited feedback by telephone (via the Highways Agency information line (HAIL) or by email A14Cambridgehuntingdon@highways.gsi.gov.uk.

The online questionnaire was available via our website (www.highways.gov.uk/A14CambridgetoHuntingdon) and via GOV.UK and could be completed at any time during the consultation period.

Gathering your views – public exhibitions

Between 17 September and 5 October 2013, we held 15 public exhibitions on various days and at different times to allow as many people as possible to attend. Exhibition locations were chosen along the line of the route and close to those who would be directly affected by the scheme. Venues were chosen that were well known in the local area and these were assessed for ease of accessibility. Details of the public exhibitions are included in Appendix C.

Information on the proposed scheme was displayed at the exhibitions and project team members were on hand at staffed exhibitions to explain the proposals.

The purpose of the exhibitions was to give the public the chance to meet the project team and to raise specific questions about the proposals. No attempt was made to keep a formal record of discussions but visitors were asked to register their details as they arrived. Printed and electronic brochures were available and visitors were encouraged to complete questionnaires, either in print or on-line. As a result we were able to obtain detailed information on a wide range of views and issues; these are reported in Appendix C to this report.
In addition to these staffed exhibitions, there were three non-staffed information points. These were located at libraries in Huntingdon and St Neots, and at the Park-and-Ride amenity building at Longstanton. The St Neots information point was introduced part way through the consultation period following feedback from members of the community.

Based on those who signed in on entry, there were 2,080 known visitors to the exhibitions. This figure excludes those who visited the exhibition at Cambridge Services and the un-staffed information points, where the nature of the venue made it difficult to register everybody who passed through. However, based on the number of brochures, handed out at this event, it is estimated that an additional 1,200 people showed an interest in the scheme, meaning that approximately 3,280 people attended the public exhibitions overall.

Gathering your views – stakeholder presentations

As part of this consultation exercise, we held a series of meetings with key stakeholders and local community groups. In July 2013, we contacted all local parish and town councils that would be directly affected by the proposed route and informed them of the upcoming consultation and we asked whether they wanted a member of the A14 project team to present to councillors at one of their meetings during the consultation period. Stakeholder meetings were scheduled from the feedback received and a full list of these is set out in Appendix C.

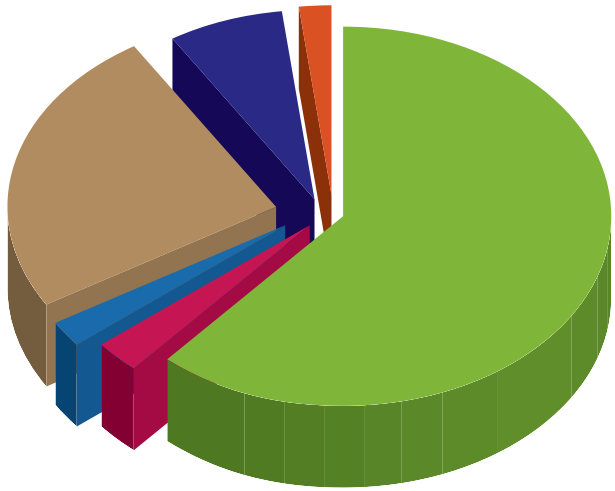
Where possible, the meetings were open for members of the public to attend and to ask questions of the project team. On a number of occasions, meetings were also attended by representatives of neighbouring parishes where there was no separate meeting scheduled. The format of meetings varied depending on the venue, the chairperson and those in attendance, but generally included a presentation by the project team and then an open-floor question and answer session.

As with the public exhibitions, generic feedback was taken from the meetings, and attendees were encouraged to respond using the questionnaire to register their views formally. This ensured that all views could be properly considered as part of the consultation review.

Feedback has shown that, overall, attendees were happy with the format of the consultation meetings and found them useful.

Who attended and responded

A total of 1,589 responses to the consultation were received from 1,373 respondents. Most were from members of the public, but we also received a number of responses from key stakeholders, including statutory bodies, organisations representing local communities and local businesses and campaign groups (Figure 2).



978	using web-based questionnaire
42	by questionnaire using FREEPOST address
35	by questionnaire using A14 email address
396	on specific points using the A14 email address
108	on specific points through the Highways Agency information line
30	by writing to a Member of Parliament

Figure 2: How people responded to the consultation

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Spatial distribution of respondents to questionnaire

Figure 3 shows the geographic distribution of respondents.

The questionnaire allowed us to identify other important information about respondents which will inform us as to whether or not a wide and proportionate sector of the population was responding to the consultation and will help us improve our future consultation process. Further details about respondents are set out in Appendix D.

Although responses to the consultation were received from around the UK, it can be seen that the majority of responses were received from the East of England and that a higher number of responses received were from those living or working along the A14 corridor.

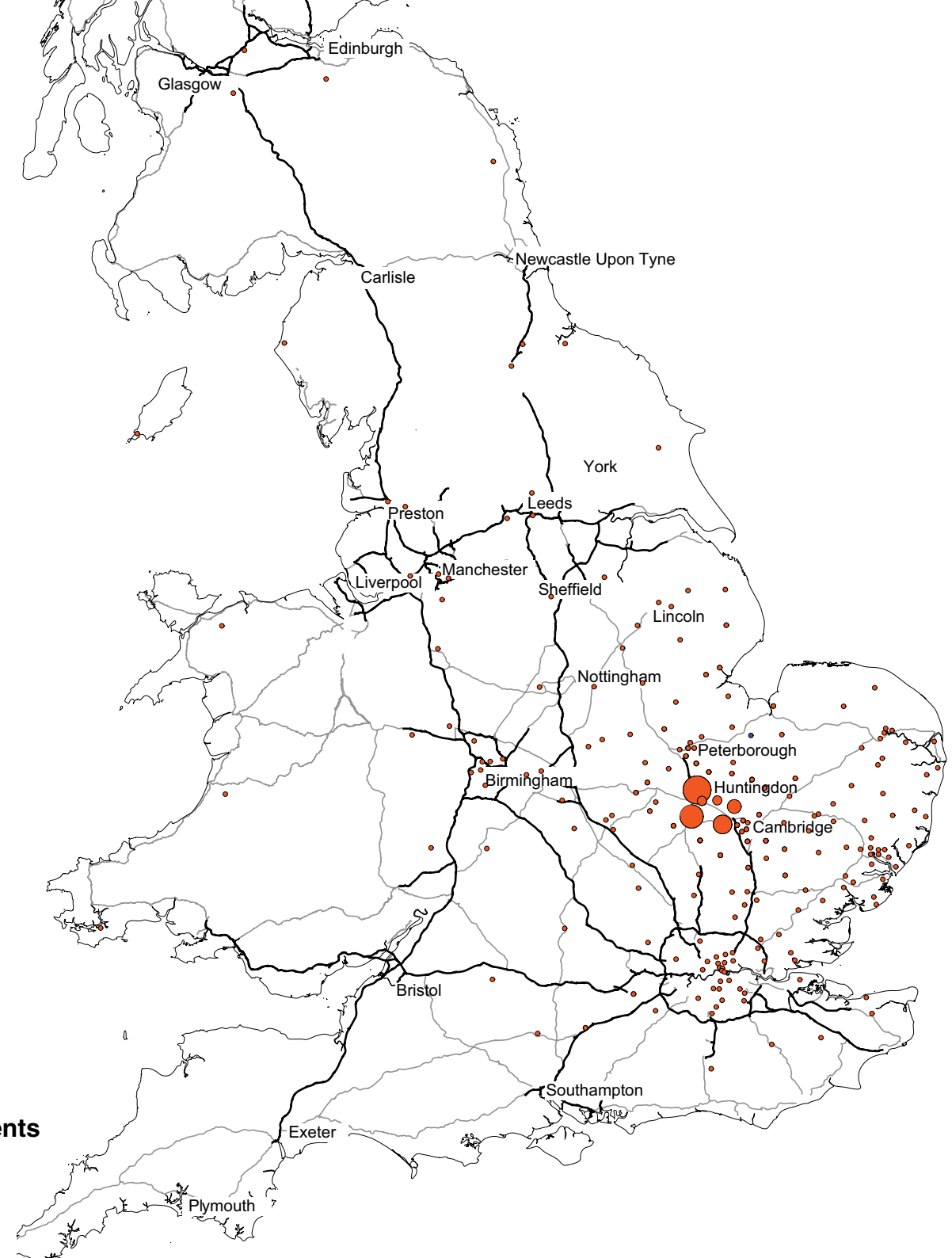

Figure 3: Distribution of respondents

2.2 What you said about our approach to the consultation

In general the consultation was well received, as demonstrated by the number of people who responded, the number of attendees at the public exhibitions and the extensive local media coverage during the consultation period. Meetings were held with county, district and parish councils during and after the consultation period and these were, in general, well-attended.

However, some of you found it difficult to access information on our website and some of you were concerned that the online questionnaire was not available on the last day of the consultation. Another issue that you raised related to the time period over which the consultation was held – five weeks was not considered long enough. This was a particular problem for those organisations with a large number of members to consult (for example trade associations) or those that had regular meeting dates that did not coincide with the consultation period.

We were aware that the online questionnaire became unavailable before the close of the consultation. There was a helpline number on the back of the consultation document which people could call if they had trouble using or accessing information. In response to the issue relating to the availability of the questionnaire, we allowed an additional seven days (until Sunday 20 October 2013) for anyone who expressed difficulty in submitting their questionnaire.

We consider that a five-week period was a proportionate and appropriate timeframe to seek views at this non-statutory consultation. There will be further opportunities to provide feedback on the proposed scheme. Further consultation will be undertaken as we prepare our Development Consent Order (DCO) and there will be an opportunity to submit representations to the Planning Inspectorate when the DCO is examined. We have also encouraged people to continue to write to us via our email address to share their views on the scheme over the coming months as we progress our plans.

There were also concerns that the impact of the proposed scheme went beyond the local area and that no consultation events had been held outside Cambridgeshire or along the alternative untolled routes. Some local authorities and industry representatives felt that there should have been more publicity in Suffolk and Norfolk as all these areas rely on the A14.

Exhibitions were held within the immediate A14 corridor and in the settlements to either side of this corridor, as it is these communities who are most directly affected by the scheme. However, publicity for the scheme went far wider than the route corridor and ranged from leaflet supplies in libraries and town halls to print and broadcast media news-features and editorial. The scheme was discussed publicly by the Roads Minister, the Chancellor of the Exchequer, and the Prime Minister during the consultation period and in the weeks that followed. Individuals were able to obtain further information on the scheme from the website or the Highways Agency information line (HAIL).

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Other concerns related to the content of the consultation material and the level of detail within the consultation documents. Specifically, the absence of some villages from the proposed route maps created uncertainty about the full impact of the scheme and made it harder for some respondents to interpret the proposals. During the consultation period, we recognised the importance of including villages on the consultation maps and we published more detailed maps in the supporting technical review of options document, as well as making these available through the website.

Our way forward

We want to further strengthen our public consultation approach and will use the feedback from this consultation exercise to inform and improve the way we conduct the next stage in the process. We will:

- endeavour to consult with all those affected by the scheme
- ensure that the information we provide is helpful and proportionate
- ensure the way in which we communicate information is appropriate and provides sufficient information for for people to make an informed decision
- improve the way we collect and respond to consultation feedback and
- develop our list of stakeholders and seek their input into the development of the scheme.

We will consult further in 2014 as part of the pre-application stage of the Development Consent Order process. Prior to the start of consultation, we will prepare a Statement of Community Consultation which will be developed in conjunction with the local authorities and which will be published for the public and communities to read.

Overview of responses

3

3.1 How we analysed your response

Our approach to the analysis of questionnaires and other responses from the public consultation has been thorough and has enabled us to understand the wide range of views that have been expressed. All questionnaires, letters, emails and telephone responses to the Highways Agency information line (HAIL) have been recorded in a bespoke database, which has enabled us to analyse responses in a variety of ways. A unique identification number has been given to each comment so that responses can be sorted by subject matter or location, and in addition generic feedback from public exhibitions and community / stakeholder meetings has been analysed and cross-checked against other responses.

Given the number of responses received and the number of issues identified, some relevant to all four elements of the scheme, we considered that an issue-based approach to the analysis was best.

This allowed us to group together similar comments, ensuring that we had identified all the issues and that they have been considered by the relevant members of the project team as the scheme progresses.

While we have not reported actual numbers of people who commented on a particular issue, or responded directly to individual comments at this stage, we have indicated whether this was general opinion or a minority view.

From your consultation responses, we have identified the following common themes, which form the basis of our response to your comments in Section 3 to 9 of this report:

- tolling
- development of the proposed scheme and consideration of alternative options
- route alignment, design and engineering
- capacity and congestion
- environment and community matters and
- scheme costs and funding.

For each theme we have identified and summarised the key issues raised. We have not attempted to address each response individually in this consultation report, but we will consider the conclusions reached under every theme as the design develops. The Preferred Route, which is likely to be published in early 2014, will incorporate as many of the thematic conclusions as possible, but further consultation during 2014 will help to refine the design.

3.2 In summary, what you said about the proposed scheme

Most people recognise that there is a need to do something to improve the A14 between Cambridge and Huntingdon and the plans to improve the existing A14 route between Swavesey and Milton were generally supported. However, there was no clear consensus from those who responded about whether the proposed alignment of the road would meet the objectives of the scheme.

It was generally thought that there would be some growth benefits with the scheme, although most of you considered that these would be offset if a toll were introduced. You also questioned how the scheme would improve 'connectivity' and how building a new road in open countryside would result in a positive 'legacy'.

Of those who responded, a significantly higher number did not think that proposals for Element 1 (Huntingdon Southern Bypass and A1 Widening) would meet the scheme objectives.

Most your comments related to the tolling of this section of the road and the environmental impacts of constructing the road in the countryside. Other concerns related to the impact on journey times as a consequence of lengthening the route of the A14, the reduced number of accesses, and the removal of the Huntingdon viaduct.

A higher proportion of those who responded agreed, rather than disagreed, that the other elements of the scheme (2 to 4) would meet the objectives of the scheme.

There was particular agreement in relation to Element 3 (Girton Interchange) and Element 4 (Cambridge Northern Bypass), where you identified significant benefits in relation to addressing existing congestion issues.

Most of you disagreed with the proposal to apply a toll on the scheme, while a small number supported its introduction.

Concerns generally related to the fact that it might lead to 'rat-running' through local villages, the lack of appropriate alternatives, and the negative economic impact a toll would have on local residents and businesses. Others were concerned about the wider impact on the east coast ports and other parts of East Anglia.

More of you disagreed, than agreed, that the use of modern tolling techniques was an effective way to collect the toll and that applying a toll between the proposed times of 06:00 and 22:00 was appropriate.

Responses generally related to the principle of introducing tolling, while some were specifically concerned about the practicalities of using the technology, specifically around the security of data and ability to collect and enforce tolls against foreign vehicles.

When taking into account all aspects of the proposed scheme, a higher proportion of those who responded either disagreed with, or was strongly against it, compared with those who supported it.

A significant number of those who disagreed did so on the basis that part of the scheme was to be tolled. A number of those who either disagreed with the scheme, or were strongly against it, stated that they were likely to either broadly agree with the scheme or support it, if tolling did not form part of the proposals.

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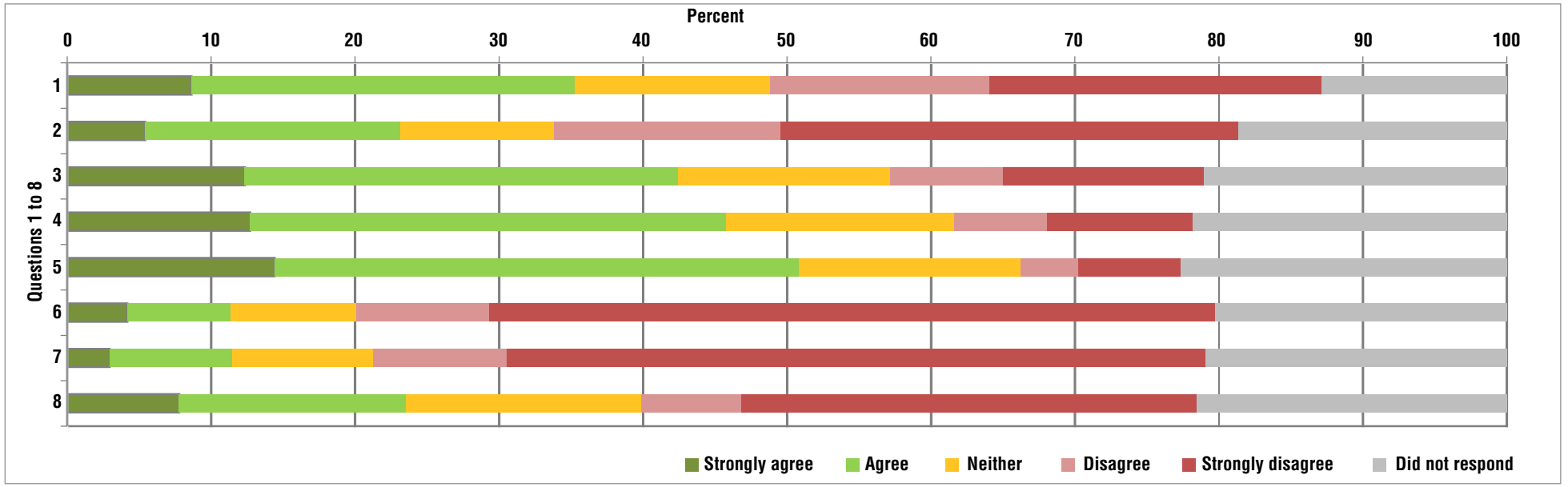

Figure 4: Consultation response to questionnaire

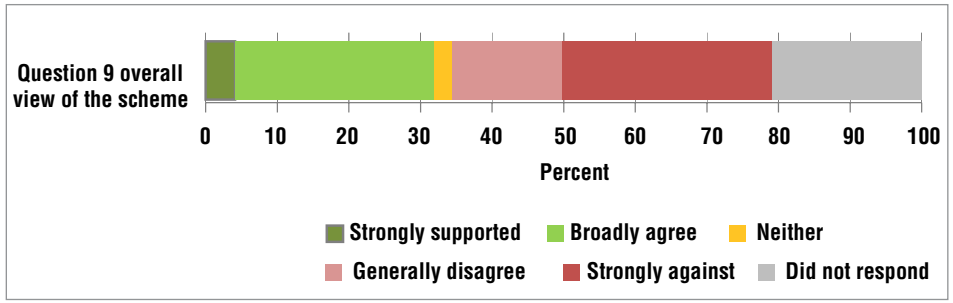

Figure 5: Overall level of support

The questionnaire posed the following statement and asked for people to score specific aspects of the proposed scheme.

The proposed scheme should meet the project objectives of combatting congestion, unlocking growth, connecting people, improveing safety and creating a positive legacy:

1 The alignment of the road
2 Element 1: Huntingdon Southern Bypass and A1 widening
3 Element 2: A14 online improvement
4 Element 3: Girton Interchange
5 Element 4: Cambridge Northern Bypass
6 Tolling the new road: Applying a toll to the Huntingdon Southern Bypass
7 Tolling the new road: Applying the toll between 06:00 and 22:00
8 Tolling the new road: Use of modern tolling technology
9 Taking into account all aspects of the proposed improvement scheme, how would you rate your overall view of the scheme?

Tolling

4

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4.1 Introduction

The proposed introduction of road-user tolling as part of the Highways Agency's A14 Cambridge to Huntingdon improvement scheme emerged as a core theme in this public consultation exercise and there was strong community and stakeholder antipathy towards tolling proposals. The Government has listened carefully to the views and opinions expressed by individuals, organisations, businesses, communities, local authorities and Members of Parliament and instructed the Highways Agency to re-examine the business case for tolling this scheme. As a result, it was confirmed by Ministers in the 2013 Autumn Statement and in the new National Infrastructure Plan 2013 that plans to toll the A14 Cambridge to Huntingdon improvement scheme would be dropped. This section of the report therefore summarises the main points on tolling that you have raised during the consultation exercise but we have not responded to this feedback as it is no longer relevant to the future development of the project.

The Highways Agency is reviewing the impact of the decision not to toll on the overall scheme proposals but this is beyond the scope of this public consultation report. Local authority and local enterprise partnership contributions to the scheme are unaffected by the decision not to toll and remain an important consideration in the overall funding model for the A14 scheme.

4.2 Principle of tolling – affordability and alternative funding options

What you said:

While it was generally agreed that there was a need for improvement of the A14, most of you were against the principle of tolling the new section of road. Many were concerned that the introduction of a toll would place an unfair burden on local users of the road, especially businesses, haulage companies and local residents who have no realistic alternative; whilst others stated that long distance traffic should not fund local road improvements. Local authorities to the east of Cambridge were particularly concerned that tolling would result in an unfair additional burden on businesses and ports in Suffolk and Essex. It was suggested this would adversely affect competitiveness and growth in this area and be detrimental to the scheme's objectives.

Some respondents asked whether the Government would consider a universal access charge across all UK roads rather than tolling individual improvement schemes. Respondents suggested that the public and businesses had already contributed to the cost of the scheme through the general system of taxation and you felt that tolling would result in the motorist paying twice to travel on this road.

Affordability

What you said:

Respondents were not convinced that tolling should be used to make the A14 scheme more affordable; some felt that if the scheme could not be funded by Government it should not be built at all. Some respondents also asked whether the net contribution made to the construction of the scheme after the costs of collection and enforcement had been taken out of the gross tolling revenue would marginalise the benefits of tolling to the Government.

Summary of issues you have raised

Key issues	What you said
Principle of tolling, affordability and alternative funding options	■ Tolling is not acceptable given the national importance of the A14 ■ The scheme is needed ■ There is no established precedence for tolling on non-motorway roads ■ Improvements have already been paid for through existing taxes (other than esturial crossings) ■ There are alternative ways of charging road users
Impact on local roads and appropriateness of untolled alternative routes	■ There are merits to a toll road, but there needs to be a viable alternative ■ Safety improvements on the A14 will be outweighed by traffic opting to use unsuitable roads to avoid paying the toll ■ Removal of the existing A14 viaduct over the mainline railway is only being undertaken to ensure that traffic uses the toll road ■ Tolling the scheme will encourage use of alternative routes ■ Some individuals and businesses will not pay the toll as a matter of principle
Tolling model	■ Some agreed, in principle, to a charging scheme ■ There is a need to improve connectivity in, and across, the area, but the use of tolls to fund the scheme will reduce its benefits ■ Further consideration should be given to the tolled period, options for peak tolling periods, local resident discount and exempt vehicle schemes ■ Motorcycles should be exempt from the toll ■ What impact will tolling have on the overall economic benefits of the scheme?
Method of tolling and operation	■ How will the toll be collected and enforced for both UK and non-UK vehicles? ■ Tolling and collection mechanisms need to be consistent with other toll roads ■ Data protection should be considered ■ Respondents were concerned about the proposed methods for paying the toll ■ More information is needed about 'modern tolling techniques'

Alternative funding options

What you said:

Some respondents commented that non-UK registered HGVs using UK roads were not contributing financially to their use of the network or to the damage that they cause. Respondents were also concerned that non-UK registered HGV drivers would avoid paying the toll. Some asked what was being done to help finance schemes such as this through charges to non-UK registered HGV users.

Others suggested that alternative funding could be sought from developers in the area which the A14 improvements would help, as well as suggestions for the reallocation of Government funding.

4.3 Impact on local roads and appropriateness of untolled alternative routes

What you said:

Most respondents' comments on tolling focused on the need for viable non-tolled alternative routes, which are of a similar standard to the tolled section. Some respondents said that the alternative routes identified in the consultation are not appropriate and would have a significant impact on those living alongside them, and on those who are already committed to using these routes. Specific concerns were raised about the adequacy of the A428/ A1 and A1096/ A1123/ A141 as the stated alternative routes.

A number of respondents said that tolling the scheme would result in those not wishing to use the tolled route seeking alternatives throughout the surrounding area. It was thought that this would cause additional delays and increase safety risks on local routes; not only for motorists but also for more vulnerable non-motorised road users, particularly within the surrounding villages, which would be contrary to the stated objectives of the scheme.

The areas that respondents thought would be most affected were:

- the A1, between the A428 and the A14, for local users seeking access to villages alongside the A1, including Buckden, Diddington, Southoe, Wyboston and, Tempsford
- the Buckden Roundabout (additional traffic would cause increased delays and safety problems for local and longer-distance road users)
- the A428 single-carriageway route between the A1 and the A1198 at Caxton Gibbet (with the roundabouts being particularly affected)
- the de-trunked A14 through Huntingdon and the B1514 Brampton Road – for users (including emergency services) seeking to access to Huntingdon, Buckden, Huntingdon Railway Station, and the hospital and schools in Hinchingbrooke
- the A141 – A1123 – A1096 through St Ives (this would not be an appropriate route for HGVs and the A1096 bridges over the River Ouse are not suitable for heavy vehicles)
- the B1050 through Earith, continuing to the A1123 through St Ives (which it is felt would add to the instability of the B1050 Willingham to Earith Road and there would be particular impact from HGVs)
- the B660 – B645 through Kimbolton (users would use the B660 and B645 to access the A428 as an alternative to the A14) and
- the general road network - motorists seeking to avoid paying the toll would use the wider minor road network. It was suggested that HGVs should be banned from local villages and a traffic management strategy for local roads should be developed to manage traffic avoiding the toll

A number of respondents highlighted the potential scale of the impact on alternative routes by stating that some motorists would not use the tolled route even if there were no reasonable alternative highway route available. These included regular users, such as commuters, who would be charged at least twice a day going to, and from, work.

Some respondents said that downgrading the existing A14, which would involve removing its trunk road status, transferring ownership from the Highways Agency to local authority, and demolishing the A14 road viaduct over the East Coast Mainline close to Huntingdon Railway Station, is not acceptable. Demolition of the viaduct, in particular, would result in the removal of a high-standard and convenient alternative to the toll road.

Some people believed that the removal of the road viaduct was being proposed in order to force traffic to use the toll road.

4.4 Tolling model

Comparison with other tolled schemes

What you said:

Most respondents felt that there was a need to improve connectivity within the Cambridgeshire area, but that the use of tolls as a means of funding was not effective and would reduce the scheme's benefits.

A number of respondents compared the effectiveness of a toll scheme to the low usage of the M6 Toll and queuing problems at the Dartford Crossing.

Other tolling options

What you said:

Some respondents raised concerns about the role that the impact of tolling on the A14 plays as both a commuter route and a main transport link to, and from, other areas in the east of England, such as Suffolk and Norfolk.

Other respondents, mainly those who lived in the wider East Anglia region, said that traffic congestion to the east of Cambridge was practically non-existent, but that by introducing tolls on this section of the road the whole region was being asked to contribute to the cost of congestion in Cambridge. A few suggested that tolling should therefore be restricted to those drivers travelling into or out of Cambridge from the A14 rather than being applied to through-traffic.

Toll period and peak-time use

What you said:

A number of respondents felt that as there was little congestion on the A14 after 1900hrs, the start of the toll-free overnight period should be extended forward from 2200hrs to 1900hrs.. However, there were some concerns that introducing a toll-free period would increase night-time HGV traffic on the tolled road, resulting in environmental and community impacts.

Some respondents questioned the need for tolls to be applied for seven days a week, although accepted that this was a means of increasing tolling revenue. It was pointed out that this would penalise users who only used the tolled road outside of the peak congested periods, and that they would be subsidising the peak-time user. Others suggested that reducing the toll to a lesser amount, but applying it for the full 24 hours, would be more equitable. There was a general consensus that the scheme should only be tolled up to the point where it had been paid for.

Another idea put forward was that tolling would be more acceptable if there were reasonable untolled periods to 'incentivise' users to travel earlier and later on weekdays, providing businesses and commuters with a choice. It was considered that this option would support users who currently avoid peak times.

Local residents discounts and exempt classifications

What you said:

A number of respondents who lived or worked in the vicinity of the scheme suggested that local people should be provided with a residents' discount similar to that provided at the Dartford Crossing. A number of parish councils and local authorities also supported this idea.

Others felt there should be discounts for employees travelling to local businesses. It was suggested that this would help to put the 'right traffic on the right road', as otherwise a number of peak-hour and frequent travellers would seek alternative routes.

Some respondents requested that local residents should be exempt from the scheme, or at least have the option to purchase a season ticket at a significantly discounted price, pointing out that residents living within those authority areas that are making a contribution to the cost of the scheme would be effectively paying for it twice.

It was also suggested that motorcyclists do not contribute to congestion and therefore should be exempt from paying the toll, along with users of other smaller vehicles.

4.5 Method of tolling and operation

Meaning of free-flow tolling

What you said:

Some respondents wanted to know what is meant by the term 'modern tolling technology' and whether this would include Automatic Number Plate Recognition (ANPR). There were fears about the potential cloning of vehicles and also about not paying the toll on time.

Others wanted to know whether the type of tolling technology we propose on the A14 Huntingdon Southern Bypass would be the same as that on the Dartford Crossing.

Interoperability

What you said:

A few respondents made the point that the tolling equipment and administration used on this scheme should be compatible with other tolling processes in continental Europe and the UK, for example the revised open-road charging arrangements for the Dartford Crossing.

Data protection

What you said:

A number of you were concerned about the recording and retaining of information about users' movements, and also about the integrity of personal data that would be held centrally in order to manage user accounts.

Payment options and enforcement

What you said:

Many respondents were concerned about the methods that would be available for paying the toll. It was suggested that this might be an inconvenience for those who used the road regularly and there were concerns that some users might not be aware of the charging or the payment methods. There was also concern about how the toll would be collected from foreign drivers. To help address these problems, respondents wanted a tolling system that offered multiple ways to pay and clear guidance on when they must pay by.

In terms of enforcement, respondents asked how we would enforce the toll fairly for both UK and non-UK registered vehicles and you raised concerns over the collection of unpaid tolls and unpaid penalty charges for these users.

Our way forward

In the light of the recent decision not to toll the road we will not be progressing our work on the proposal to introduce a tolling solution for the scheme.

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Scheme development

5

5.1 Introduction

The existing A14 trunk road between Huntingdon and Cambridge is well known for congestion, delays and incidents. Built more than three decades ago, the predominantly two-lane dual carriageway is unable to cope with the daily volume of traffic that now uses it and is in need of improvement.

Around 85,000 vehicles use this stretch of the A14 every day. This is significantly beyond the level of traffic that was expected when the road was built. In addition, around a quarter of this traffic comprises HGVs – well above the national average (of 10 per cent) for a road of this type.

The improvements to the A14 would combat congestion and unlock growth in the region by supporting business and allowing new areas to be developed. The importance of the A14 trunk road as a link between Britain and continental Europe is set to grow as the east coast Haven ports at Ipswich, Harwich and Felixstowe expand, bringing further growth to the region.

The scheme would improve connections between people and communities, and create a safer road network. It would also provide a positive legacy for the region.

The Cambridge sub-region is one of the fastest growing areas of the UK in terms of population and economy. Between now and 2031, its population is expected to grow by 23 per cent, driving a 22 per cent increase in jobs. However, congestion is regularly cited by businesses as a constraint on growth. *The Cambridgeshire Local Transport Plan 2011* notes that delivery of the joint development strategy for Cambridgeshire is threatened by congestion on the A14. Major developments, such as the new 10,000 home village at Northstowe, the Alconbury Enterprise Zone, and expansion on the northern and eastern fringes of Cambridge, all depend on an improved A14.

Traffic in the east of England region is projected to increase by 26 per cent between 2010 and 2025 as a result of national growth in private car travel, increasing volumes of strategic freight traffic and localised population growth. Congestion on the roads will worsen as this additional traffic is introduced onto the network, and there will be longer daily commutes into, and out of, the area for the region's growing workforce.

Summary of issues you have raised

Key issues	What you said
Need for the scheme	■ It was recognised that there was severe congestion on the A14 and this was a barrier to growth ■ The proposed scheme would help unlock growth along the A14 corridor, but this shouldn't be at the expense of the environment or local businesses ■ The proposed scheme would support planned growth in the Cambridgeshire sub-region ■ We need to demonstrate better the link between the scheme and growth
Development of the scheme options and route alternatives	■ CHUMMS is not an appropriate basis to start from ■ There was less support for Elements 1 and 2 compared with Elements 3 and 4 ■ There were a number of alternative options for the proposed route, which would better take into account the full impact of the scheme
Alternatives to improving the A14	■ There were a number of better alternatives to address the transport problem along the A14 corridor, including: – investment in non-highway related infrastructure, and – improved traffic management

5.2 Need for the scheme

What you said:

Generally the majority of respondents recognised that there were congestion problems on the A14 and that improvements were necessary to address a historic under- investment in the road network, which some considered had held back growth. A number of respondents therefore supported the scheme on the basis that it would unlock growth in Cambridgeshire and the wider area, increasing the growth potential for local business. Some stated that the present A14 infrastructure is a 'negative factor' when trying to hire workers from the West.

A number of respondents also commented on the role of the scheme in supporting the planned growth set out in Local Plans and providing future development opportunities around new, or improved, junctions. There was recognition (especially from local authorities and those with development interest in strategic sites) that the scheme would have an important role in facilitating the delivery of strategic housing and employment sites such as Northstowe and Alconbury Weald. Nevertheless, there were some respondents who did not think that we should be supporting new development and that any new development facilitated by the scheme would result in additional congestion and longer journey times, and therefore limit any positive benefits of the scheme. A number of respondents asked that we demonstrate more clearly the link between the scheme and unlocking of growth as the scheme progresses.

Despite a general recognition that improvements to the A14 were required, and would help address existing congestion issues as well as support future development within the Cambridgeshire and Huntingdon areas, a number of respondents felt this should not be at the expense of the environment or economic competitiveness.

Specifically, there were concerns that additional capacity would encourage more people to travel by car and therefore would be be detrimental to objectives for improved sustainability. Others were concerned about the impact of the scheme on the competitiveness of local businesses, Haven Gateway Ports, East Anglia and the UK export market as a whole. The impact beyond Cambridgeshire was a particular concern of those responding from elsewhere in East Anglia, such as Suffolk and Norfolk. Some respondents were concerned that the benefits of the current proposal would be unfair, offering greater benefit to longer-distance road users than local users who rely on the road on a day-to-day basis, with some stating that the current road running near the limit of its capacity was a more efficient use of the raod network than a quieter road.

Concerns about the negative impact on the competitiveness of businesses and local/regional economy were generally linked to tolling on the southern bypass and the subsequent increase in transport costs for companies using the network. It was considered that this would be a disincentive for both employers and employees to locate to the area.

Our response:

We recognise that there are unacceptable congestion problems on the A14 between Cambridge and Huntingdon, which affect the economic competitiveness of the region. We also recognise that there is significant pressure for housing and employment growth within both the Cambridgeshire area and wider East Anglia, which is constrained by the capacity of the A14.

The Government's 'Plan for Growth' seeks to encourage investment and exports as a route to a more balanced economy. By helping to facilitate the development of strategic housing sites, supporting the growth and development of key employment sectors around Cambridge and improving a strategic link of the Trans-European Transport Network, which connects the Haven Ports, the proposed scheme will make a significant contribution to the success and growth of local economies in Cambridgeshire and East Anglia, and will help to improve the success of UK plc as a whole.

In developing the scheme, we have assessed its economic performance using established economic modelling techniques that are used widely across local and Central Government for large-scale infrastructure projects. The assessment ensures that the long-term benefits of the scheme can be identified and considers the wider impacts on the economy through the improvement of access across the region. The analysis is still at an early stage in the scheme's development and we will undertake further work as we finalise the route.

We will also seek to ensure that any benefits are fair. Longer-distance users would have the advantage of the faster and safer route to move through the region, while local users would have access to the higher-quality road, as well as experiencing reduced congestion along local roads in the vicinity. Overall these would improve journey times and journey reliability for all users of the network.

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The benefit and importance of the scheme to both local economies and the UK economy as a whole is reflected in the commitment of both local authorities, the Local Enterprise Partnership and the Government to contribute to the funding of the single largest road improvement scheme in the UK.

5.3 Development of scheme options and route alternatives

What you said:

A number of respondents questioned the appropriateness of the CHUMMS study as the basis for assessing route options for the A14 scheme, as it was seen as being either out of date or lacking the breadth of alternatives that should now be considered. There was a specific concern relating to the way that CHUMMS dealt with the discounting of options and there were calls for changes to the proposed route alignment as well as the six route options consulted upon. These were of particular concern to those community groups with a long-standing interest in the development of the A14.

When we presented the proposed scheme in public consultation documentation, we divided the route into four elements:

- Element 1 – the Huntingdon Southern Bypass and A1 carriageway widening
- Element 2 – Swavesey to Girton carriageway widening and local roads
- Element 3 – Girton junction (A14 / A428 / M11 / A1307)
- Element 4 - Cambridge Northern Bypass

Amongst those who commented on the various sections of the proposed route, there was general support for elements 3 and 4 of the scheme. But, when commenting on the sections of the route to the west of Girton (elements 1 and 2) the overall preference of respondents was for options in which the A14 viaduct over the East Coast Mainline railway in Huntingdon (the Huntingdon viaduct) was retained and for those where the existing corridor was not downgraded or the viaduct removed. However, when looking at the reasons behind these preferences, it appears they were influenced by the introduction of a toll on the proposed Huntingdon Southern Bypass and the concern that there was no adequate alternative route options document in consultation report.

Among those in favour of the proposed scheme option, there were a number of suggested alternative alignments. These included realignment of the southern bypass to reflect routes that have been considered in previous studies, and more extensive changes, such as including a northern, rather than southern, bypass.

In addition to the proposed scheme the public consultation documentation presented the six highway scheme packages that were previously considered by the Department for Transport in its 2011/12 A14 Study. The proposed scheme was derived from these as a combination of package option 3 and package option 5, drawing upon the features of the alternatives that were considered to offer the best overall combination of benefits. From the feedback received, it was considered that highway package option 5 offered the most suitable alternative to the proposed scheme, with relatively few people giving outright support to any of the other highway package options. Option 5 gained support because; it provided a viable and reasonably convenient alternative to the proposed toll road; it was perceived to offer additional network resilience by providing an alternative route; and strengthening work on the A14 viaduct has extended the serviceable life of the structure. Respondent's reasons for supporting other route options predominantly related to environmental or community factors and the view that construction impacts for the proposed scheme had not been adequately assessed.

The reasons behind other proposed route alignments predominantly related to environmental or community impacts and the view that construction impacts had not been adequately taken into account.

Background:

The A14 corridor between Huntingdon and Cambridge accommodates particularly high levels of traffic and is frequently congested. A series of studies, carried out over more than a decade, investigated various transport solutions that could help to alleviate this problem – including proposed improvements in public transport, the rail network and the road network – and a number of the recommendations made in these studies have already been put in place. The studies which have been undertaken include:

- Cambridge to Huntingdon Multi-Modal Study (2000-1)
- London to South Midlands Multi-Modal Study (2001-3)
- Department for Transport: A14 Study (2011-12)

The Cambridge to Huntingdon multi-modal study (CHUMMS) was published in 2001, and recommended the introduction of a guided-bus transit system, traffic-calming in Cambridge and the surrounding villages, and improvement to the A14 trunk road (Figure 6). The Highways Agency was tasked with the development of a road improvement scheme between Huntingdon and Cambridge, which became known as the A14 Ellington to Fen Ditton scheme.

Collaborative working amongst key stakeholders took place between 2005 and 2007, and considered a range of options that would address traffic, engineering, environmental and economic issues associated with the corridor. A final scheme was prepared for consideration at public inquiry in 2010. In the 2010 Comprehensive Spending Review, the Government decided that the proposed scheme was unaffordable in its current form and as a result the A14 Ellington to Fen Ditton scheme was stopped although the Government remained committed to developing an acceptable solution.

In 2011, the A14 was included in the Government's National Infrastructure Plan in recognition of its importance as part of the strategic road network and its existing problems of congestion. The same year, the DfT, in partnership with the county councils of Cambridgeshire, Suffolk and Northamptonshire, commissioned consultants to carry out a 12-month study, building on the original CHUMMS Study, to look at public transport, rail freight and road improvement options in the A14 corridor.

As part of this study, the public, businesses and local authorities were invited to propose solutions that would help address congestion and related problems, such as lost productive time, difficulties in unlocking growth and accessing labour markets, and negative impacts on quality of life, including health and accident rates. As a result of this exercise, more than 20 possible route options were considered and these were consolidated into six highway packages (Figure 7), which comprised:

- **Option 1:** Improvement of A14 Cambridge Northern Bypass; enhancement of the Girton Junction between the A14, the M11 motorway and the A428; and the provision of local access roads between Girton and Swavesey on the existing A14.

- **Option 2:** No improvement to Cambridge Northern Bypass; limited improvement of the Girton Junction; on-line widening of the A14 between Girton and Trinity Foot; and construction of a new dual three-lane Huntingdon Southern Bypass, also including de-trunking of the existing A14 through Huntingdon and the removal of the A14 viaduct across the East Coast Mainline railway.

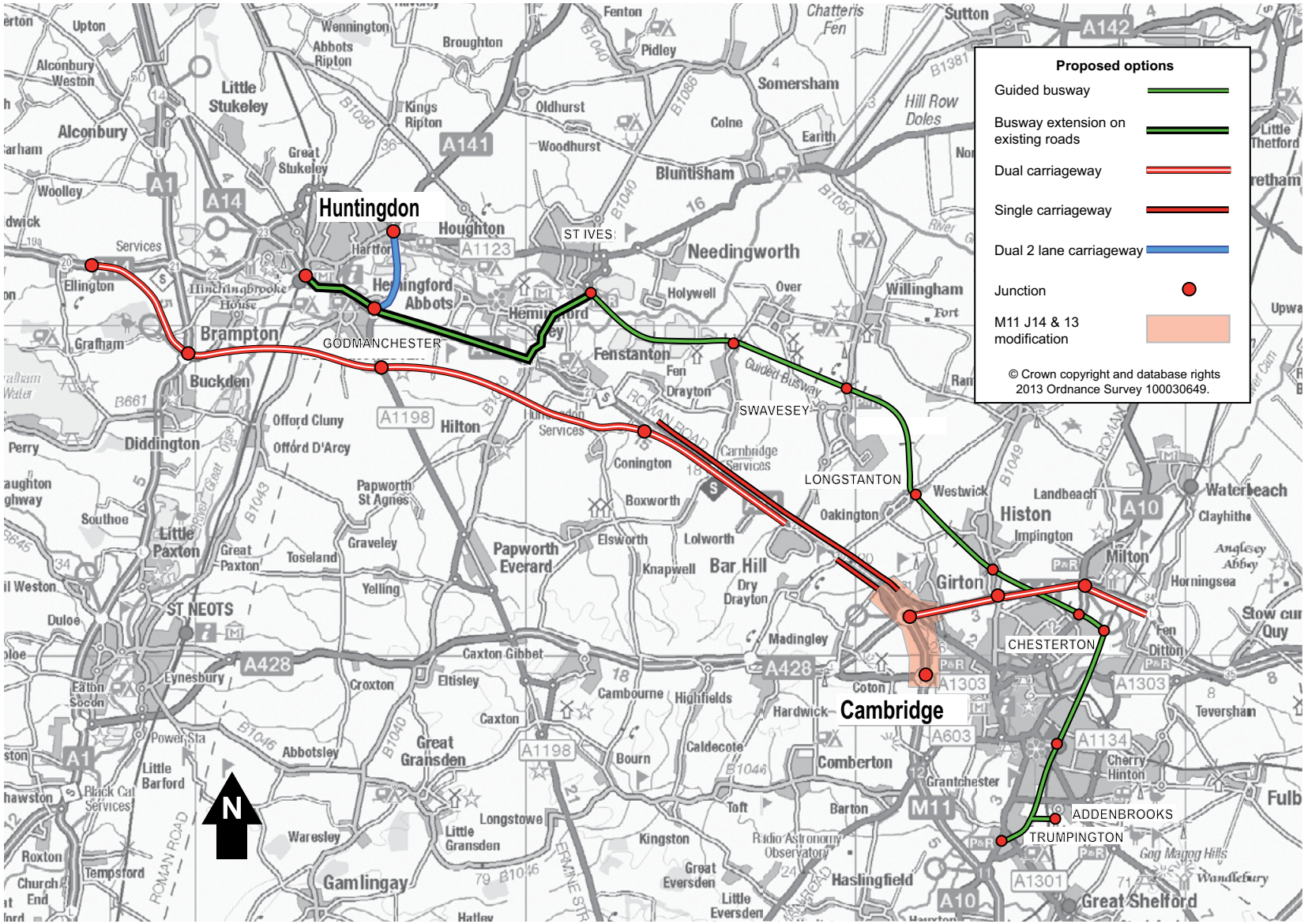

Figure 6: Cambridge to Huntingdon multi-modal study (CHUMMS)

- **Option 3:** Improvement of A14 Cambridge Northern Bypass; limited improvement of Girton Interchange; on-line widening of the A14 between Girton and Trinity Foot; and construction of a new dual three-lane Huntingdon Southern Bypass; also including de-trunking of the existing A14 through Huntingdon and removal of the A14 viaduct across the East Coast Mainline railway.

- **Option 4:** Improvement of A14 Cambridge Northern Bypass; full enhancement of Girton Interchange; on-line widening of the A14 between Girton and Trinity Foot; and construction of a new dual two-lane Huntingdon Southern Bypass; also including the retention of the existing A14 through Huntingdon.

- **Option 5:** Improvement of A14 Cambridge Northern Bypass; full enhancement of Girton Interchange; on-line widening of the A14 between Girton and Trinity Foot, together with new local access roads; and construction of a new dual two-lane Huntingdon Southern Bypass, also including the retention of the existing A14 through Huntingdon.

- **Option 6:** Improvement of A14 Cambridge Northern Bypass; full enhancement of Girton Interchange to permit free-flow between the A14 and A428; widening of the A428 to dual, four-lane carriageway between Girton and Caxton Gibbet; widening the A1198 to dual, two-lane carriageway north of Caxton Gibbet; and construction of a new Huntingdon Southern Bypass, which continues west to Ellington; and de-trunking of the existing A14 between Girton and the A1 junction.

In July 2012, the Transport Secretary announced plans to toll a portion of the proposed new road, as well as confirming investment in the rail freight network in the region.

The final output from the DfT's study, in November 2012, provided a more detailed appraisal of the six highway improvement packages, together with assessment of a seventh tolled option. The final option incorporated features from packages 3 and 5. Following the completion of this study, we were instructed to begin work on the development of the A14 Cambridge to Huntingdon improvement scheme.

Our response:

The proposed route was developed by the Highways Agency, drawing upon the conclusions and recommendations of a study carried out by the Department for Transport in 2012/13. This in turn built upon earlier studies and designs for the A14 corridor between Cambridge and Huntingdon, including the CHUMMS study. The proposed route represents what we consider to be the best tolled solution; however, now that plans to toll the A14 have been dropped we will re-assess aspects of the proposed scheme to verify that in overall terms it still offers the most effective solution in strategic and transportation terms and that it still offers good value for money to the taxpayer. This assessment will be carried out prior to the announcement of a preferred route, which is now likely to take place in early 2014.

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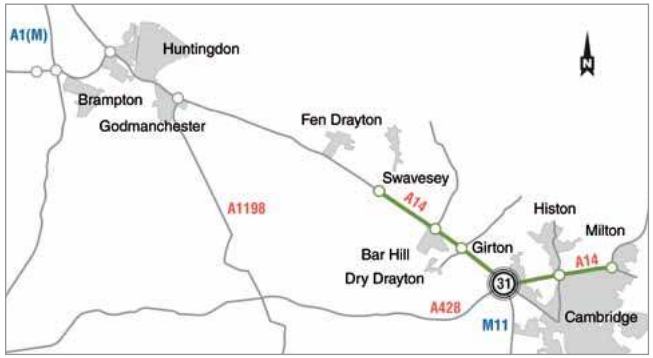
Option 1



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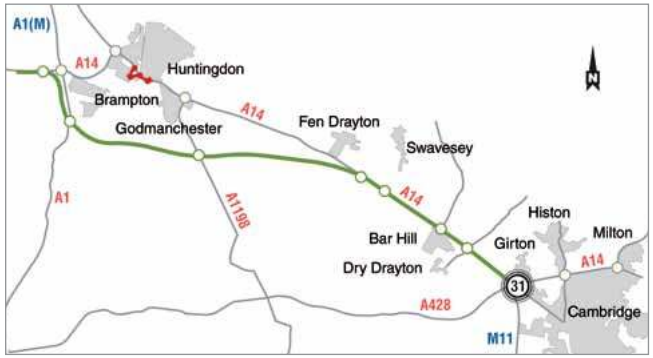
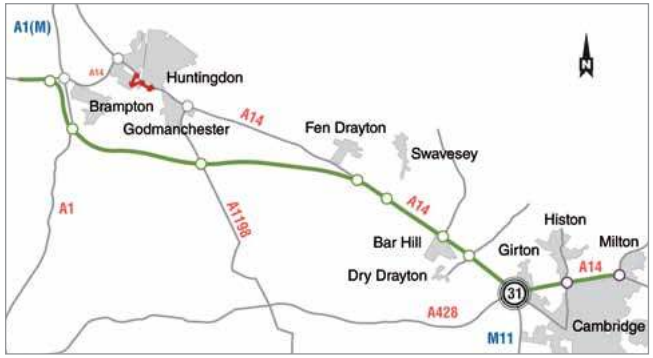
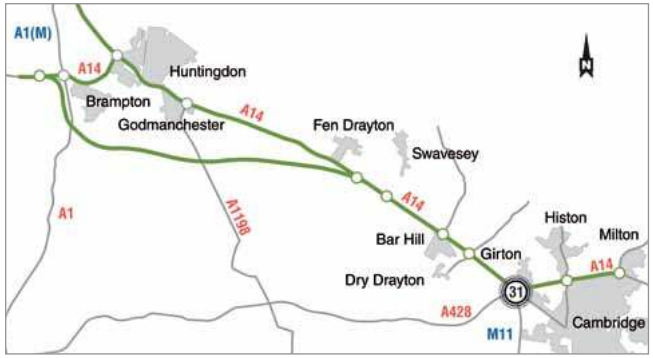


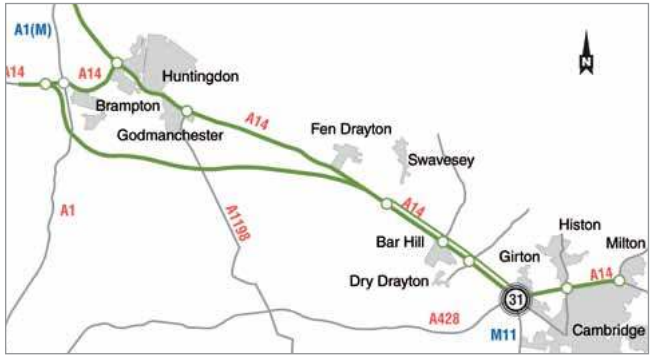
Option 3



Option 4



Option 5



Option 6

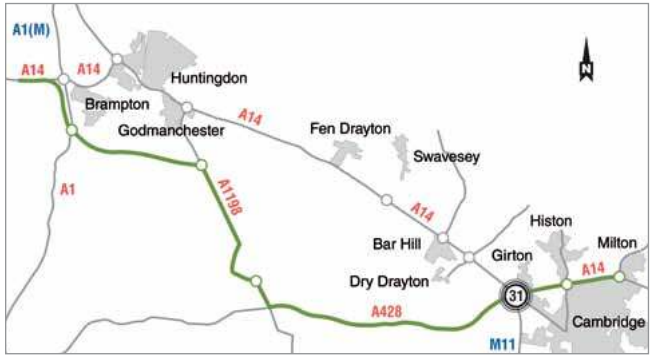


Figure 7: The A14 study highways package options

5.4 Alternatives to improving the A14

What you said:

In addition to suggested changes to the proposed option, a number of people proposed alternative improvements both along the A14 corridor as well as suggesting other highway, and non-highway related improvement schemes, which they considered would be more effective and cheaper alternatives to address the existing problems or which would mean that the proposed improvements to the A14 were not necessary.

A number of respondents said that new roads simply generate more traffic which would only result in continued congestion in the future; therefore alternatives to increasing road capacity should be investigated.

The alternatives suggested included:

- improvement to other parts of the existing road network and construction of alternative road schemes elsewhere
- investment in non-highway related infrastructure and
- improved traffic management

A number of alternative road improvements were suggested in response to the consultation. These related to improvement of existing roads/junctions in the vicinity of the scheme, as well as the construction of new roads in alternative locations (which would remove the need for the Huntingdon Southern Bypass). When considering alternative road improvements in the vicinity of the A14, it was suggested that the consultation exercise should have looked in more detail at options to improve the A428 over its entire length from Girton to the A1, the upgrading of the A1303 and additional widening of the A1. There were some respondents who thought that the options should have considered extending the scope of the improvements east of Milton and west of Ellington; while others felt that the A14 should be upgraded along the whole length of its route. Further suggestions included the construction of alternative highway schemes that would provide additional north-south links, such as the extension of the M11 motorway.

A number of respondents felt that the Government should not be investing in road improvements but should, instead, be improving other transport networks. There was particular support for improvements in public transport and rail-freight services, including measures to transfer more freight movements to the ports from road to rail.

Others who did not believe we should be investing in upgrading the A14 felt that existing congestion issues could be addressed by improved traffic management, for example by introducing interventions such as speed control and re-routing traffic away from the area.

Background:

Addressing congestion along the A14 and around the Cambridge area requires a multi-modal response and this was recognised in the DfT study undertaken in 2012. Improvements to the A14 are therefore only one part of addressing local transport issues.

Recognising that congestion issues within the Cambridge and Huntingdon area affect more than just the A14, we are undertaking a separate assessment of the entire highway corridor between the Midlands and East Anglia, which includes both the A14 and the A428. This route based strategy is still ongoing, but it is possible that other, separate schemes may be introduced to deal with congestion on this section of trunk road.

A number of the recommendations for improvements in public transport and investment in rail freight either has been implemented or are currently

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being looked at. Such examples include the extension of services along the Cambridge Guided Busway and improvements to the Felixstowe to Nuneaton railway line.

Further public and private investment in rail (including strategic rail freight interchanges, gauge enhancements and construction of the Ipswich Chord) are planned to continue the trend towards more container traffic being carried by rail each year, and also the proportion of rail container traffic being increasingly carried east-west across the eastern region as more rail freight traffic is diverted away from the rail network around London.

Our response:

Addressing existing transport problems along the A14 corridor and wider area will require more than improvements to the A14 or an increase in highway capacity as a whole; it will require a multi-modal solution. However, improving the capacity of the A14 has been identified as a critical part of a wider package of interventions that will address congestion and allow continued growth within the Cambridge sub-region.

To address transport issues in the A14 corridor, a number of alternatives (both highway and non-highway related) have been considered and the proposed option is consistent with the recommendations of the DfT Study.

The alternative options proposed in response to the consultation have been previously fully considered as part of the development of the scheme.

Specifically, the A428 corridor was investigated as part of the DfT Study and Option 6 was identified as the most viable solution using that road. But it offers poorer value for money than other options and is the most expensive. Other options utilising the A428 corridor between the M11 and the A1 were also considered in the DfT Study but were subsequently rejected because they did not perform as well as the six options carried forward for further assessment.

Our way forward

Issues of congestion and delay on the A14 are widely recognised by both businesses and members of the public. Equally, it is accepted that matters will only worsen if no action is taken and that congestion will have an increasingly detrimental impact on the region's economy. Whilst the consultation has suggested a number of alternative improvements to address congestion and provide for growth, it has been demonstrated, that to address the existing congestion along the A14, there is a need for a package of improvements which includes increase in road capacity alongside improving public transport and the rail network and reducing the need to travel by car. We therefore believe that improving the A14 between Cambridge and Huntingdon, is essential in addressing existing challenges and supporting future growth in the Cambridgeshire sub-region and beyond. Delivering the A14 remains a key priority for both the Highways Agency and the Government.

By evaluating the studies that have previously been undertaken, we believe that the proposed mix of both online and offline improvements remains the best solution to deliver the necessary benefits and meet the wider objectives of the scheme. However, in progressing the scheme and moving towards a Preferred Route Announcement, we will continue to take into account the responses made in the consultation, to ensure that we deliver a scheme which gives value for money, not only in transport terms, but also in the wider benefits it brings to the economy and which minimises the impacts on the communities it affects.

We will also continue to maintain dialogue with the surrounding authorities and with those responsible for the planning and improvement of other modes of transport so that the scheme forms part of an integrated transport system which meets both current and projected needs.

Scheme costs and funding

6

6.1 Introduction

The A14 Cambridge to Huntingdon improvement scheme is one of the largest and most expensive projects in the Government's current roads programme and accounts for more than a tenth of the national budget for improving the strategic highway network.

A scheme to improve this section of the A14 was previously put on hold because it was considered to be unaffordable for central Government, so alternative ways of funding have needed to be considered in developing the new proposals.

Most of the costs of improving the A14 will be borne by Central Government, but agreement has been reached with local authorities and local enterprise partnerships in the region to contribute a total of £100m to the scheme.

The bodies providing financial contributions to the scheme comprise:

Cambridgeshire County Council

Fenland District Council

Huntingdonshire District Council

South Cambridgeshire District Council

Cambridge City Council

East Cambridgeshire District Council

Suffolk County Council

Peterborough City Council

Norfolk County Council

Essex County Council

Northamptonshire County Council

SE Midlands Local Enterprise Partnership

New Anglia Local Enterprise Partnership and

Greater Cambridge/Greater Peterborough LEP.

The £100m contribution is capped at this level and will be paid in installments by each of the authorities over a 25-year period.

In 2012, Government announced that tolling would also be considered as a means of part funding the A14 Cambridge to Huntingdon improvement scheme.

The Government's spending review announcement in June 2013 confirmed that HM Treasury will make up to £1.5bn available to fund the A14 Cambridge to Huntingdon improvement scheme. After further consideration, and following the feedback, the Government announced its decision that tolling would not be introduced to help fund the A14 improvements, in December 2013.

Summary of issues you have raised

Key issues	What you said
Cost estimate and affordability	■ You questioned our cost estimates for some elements of the scheme ■ You were concerned that the cost estimate is higher than that of previous schemes
Government spending and funding sources	■ You considered that the scheme should be funded wholly by the Government given the national importance of the A14 ■ You questioned how the funding of the scheme was being compared to other nationally significant infrastructure projects

6.2 Cost estimate and affordability

What you said:

Some respondents questioned the cost of specific elements of the proposed scheme as well as of other alternative options, including the improvement of the A1, A428 and on-line widening of the existing route. Many of you noted that the proposed scheme costs are greater than those of the previously cancelled Ellington to Fen Ditton scheme.

There were also requests for more detailed cost estimates to be provided at this stage, given that there was a view that the scheme was seen as being expensive for the level of improvements that were proposed.

Background:

The scheme cost estimate provided in the consultation documentation includes the costs for scheme development, engineering and landscape design, and construction and commissioning works. It makes allowances for risk, uncertainty and inflation, and is an outturn cost based on an engineer's estimate of the time needed to develop and construct the scheme. It has been prepared in accordance with current Treasury guidelines and the Government's inflation forecasts. The indicative scheme layouts shown in the consultation documents have formed the basis for the estimate, which will increase in accuracy as the design process continues. The estimate has been prepared for the scheme as a whole, and we have not provided estimates for the component sections of the scheme.

Our response:

A like-for-like comparison with the former Ellington to Fen Ditton scheme is not really appropriate because the new proposals have a number of significant differences (including the introduction of improvements on the A1 trunk road and the development of a local road network alongside the improved trunk road between Cambridge and Huntingdon) and because neither the cost-base nor the design stage of the two estimates is the same. However, we are continuing to refine the scheme cost estimate and we are considering ways to improve value for money through modifications and improvements in the design.

6.3 Government spending and funding sources

What you said:

Respondents agreed that this section of the road network was of national importance, but believed that this justified the scheme being funded solely by Central Government. Some felt that it was inappropriate for local government to be asked to contribute towards the cost of the scheme, given that the principal beneficiaries included long-distance through-traffic from outside the region. Most people were unhappy with proposals to charge motorists to use the road while others said that the scheme cost was too high, and that Government funds should be redirected to other areas.

Respondents were also concerned that transport schemes in other parts of the UK were assessed differently; specifically mentioning High Speed 2 (HS2) as the Government's largest single investment in our transport network.

There was also concern that tolling would introduce an unreasonable additional cost to businesses in East Anglia and make them less competitive than businesses in other parts of the UK.

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Background:

The A14 Cambridge to Huntingdon scheme is a nationally-significant infrastructure project which addresses a range of local, regional and national transport issues. However, it is not unusual for local authorities to make a contribution to the funding of road infrastructure schemes and the high cost of the A14 project makes local contributions an imperative in this case.

Local authorities in the region are supportive of the project and acknowledged the need to contribute to its construction costs, albeit with spending capped at an affordable level. More than half of the funding will come from the Local Enterprise Partnerships (LEPs) in the region, whose contributions will be drawn from business rates receipts paid to the LEP.

Our response:

All national highway projects are assessed using the same economic criteria, comparing the value of the benefits derived from the investment with the costs involved in providing the new or improved infrastructure. The A14 Cambridge to Huntingdon improvement scheme is no exception, although, because it represents such a large proportion of the Highways Agency's national budget, a broader range of funding options have been considered than for some other schemes in the roads programme.

Route alignment, design and engineering of proposed route

7

7.1 Introduction

The design and alignment of the proposed A14 improvement scheme has been configured to meet the objectives of the scheme. Specifically, it has been designed to alleviate existing congestion and to provide sufficient capacity to accommodate planned growth along its route and elsewhere in the Cambridgeshire sub-region and beyond.

The design, alignment and engineering of the proposed route has emerged from a number of technical studies into the A14, which have looked at existing problems and how these can be best addressed.

This consultation has allowed us to take the views of key stakeholders, local residents, businesses and users of the A14, and will inform the on-going development of the scheme. It will help us to ensure that the scheme is fit for purpose and secures a positive legacy for the area.

Summary of issues you have raised

Key issues	What you said
Removal of the A14 Huntingdon Viaduct over the East Coast Mainline railway – at Huntingdon	■ Removal of the viaduct would help to improve the environment within Huntingdon, but does this represent value for money? ■ It will result in additional congestion on Brampton Road and through Huntingdon ■ Crossing the River Ouse would be made more difficult and would affect farm operations
Impact on local accesses	■ Provision of a local access road and separation of local and strategic traffic is supported ■ The local road needs to have sufficient capacity and perhaps should be dualled ■ It is important to retain existing local routes for residents ■ It would mean safer access for those served directly from the A14, particularly Lolworth ■ There is a need to maintain and provide private accesses and to minimise impact on existing land holdings
Junctions	■ The configuration of both new and upgraded junctions should be appropriate and suitable ■ Junctions need to have sufficient capacity for proposed housing developments ■ We need to consider the location of new junctions ■ Full movements should be provided at all junctions
Major interchanges	■ Links between the A1(S) and A14(E) should be provided at Brampton Interchange ■ Brampton Interchange should be designed to allow for a bypass for Buckden ■ There's a missed opportunity at Girton Interchange to provide additional links, particularly between the M11 and A428 ■ Interchange layouts should be 'vehicle friendly'
Standard of road	■ The scheme should be 'future proofed' in terms of additional capacity ■ The A14 should be motorway standard or a hard shoulder provided ■ There needs to be resilience in the event of breakdown or accidents

Key issues	What you said
Safety	■ There should be safety benefits on the route ■ HGVs are largely responsible for the safety risks on the A14 and should be restricted ■ Parking lay-bys should be removed and dedicated lorry parks provided ■ Safety on the route could be improved by driver training ■ Variable (enforced) speed limits should apply
Cambridge Northern Bypass	■ The proposals would not reduce congestion; more lanes would be required ■ Improvements are long overdue ■ Proposed local developments must be considered ■ Junctions are too closely spaced and a local access road would help traffic flow during peak hours ■ Widening would not be necessary once Girton Interchange is improved
Alignment of the new southern bypass	■ The Southern Bypass passes too near to villages; a more northern alignment is preferred ■ A shorter bypass joining the A14 nearer to Huntingdon would be cheaper ■ The bypass is too high above ground level and too close to Hilton ■ Parallel running of the A1 and A14 is a wasteful use of countryside ■ Alignment does not allow for an A1 Buckden Bypass
A1 widening	■ Widening of the A1 is an improvement on past proposals, but may require four lanes ■ Widening would not be required if the route through Huntingdon was maintained

7.2 Removal of the A14 road-viaduct over the East Coast Mainline Railway at Huntingdon

What you said:

Opinion was divided as to whether or not the A14 viaduct over the East Coast Mainline Railway should be removed as part of the proposed scheme.

It was suggested that the viaduct could be either widened or replaced to provide the necessary increases in capacity required along the existing A14 alignment. Responses suggested that retaining and improving the viaduct would be more cost effective than removing it and implementing associated road network improvements within Huntingdon. There were also comments relating to the removal of the viaduct so soon after major strengthening works had taken place and how this could be justified.

Respondents were also concerned that demolition of the viaduct would remove the opportunity for a high-standard route to be retained as an alternative to the toll road. As well as providing a suitable route for those not wishing to pay, its retention was considered to make the east-west corridor more resilient to incidents. There were also concerns that removing the viaduct would eliminate one of the river-crossing points and generate increased traffic through Godmanchester. It was also felt that its removal would adversely affect the benefits of the scheme because of the effective closure of the A14 spur. Some respondents were concerned that de-trunking the A14 would be an additional burden on local authorities since they would then have to bear the maintenance costs of this section of the road.

There are existing weight limits on Brampton Road which would prevent agricultural vehicles from using this route, having significant impacts on their farming operations.

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Others felt there were good reasons for removing the viaduct and cited a wide range of benefits that this would bring, specifically environmental benefits as well as enabling regeneration within Huntingdon. However, there were concerns that the replacement road network within Huntingdon must be able to cope with the new travel demand to ensure that there was no additional congestion in Huntingdon and on Brampton Road in particular. The design of the replacement network must ensure that safety is not comprimised by an increase in congestion, especially in the areas around the railway station.

Background:

Removal of the A14 viaduct across the East Coast Mainline Railway at Huntingdon Station will provide a number of important benefits within the Huntingdon area. These include environmental and visual improvements in the area adjacent to the viaduct and rail station, and improved connectivity between the local Huntingdon road network and nearby major roads. By opening up this area of Huntingdon, there would be greater opportunity for development alongside the new roads, since the replacement road network provides greater accessibility to these areas of the town. This potential development would also help to unify the areas of Huntingdon on either side of the viaduct that are currently remote from each other. Removal of the viaduct and development of the replacement road network supports local aspirations for the development of and improvements within Huntingdon.

By connecting the new local road network to the de-trunked A14 on either side, traffic would be able to access the de-trunked A14 from within Huntingdon more easily while maintaining a through route for light vehicles.

Widening or replacing the structure would not solve the problems associated with both the Spittals and Brampton Hut interchanges, which the scheme seeks to address. It would also be extremely difficult to widen the structure, while keeping the route open to through traffic.

The proposed replacement road layout in Huntingdon would also provide users with new opportunities to take routes through, into, and out of, key areas of Huntingdon from the surrounding road network, which would not be possible should the bridge remain. This would help to reduce the volume of traffic passing through Godmanchester to access Huntingdon by passing ownership of the road to the local authority; it will then have the opportunity to develop this section of the local road network as it sees most appropriate.

Our response:

We believe that many respondents wanted the existing A14 corridor through Huntingdon to be retained as an effective and convenient alternative to the tolled Huntingdon Southern Bypass. This would mean retaining the A14 viaduct over the East Coast Mainline railway, a structure which is expensive to maintain and is in poor condition. The extent to which public opinion would continue to support this alternative, given that tolling is no longer a consideration, is difficult to assess from the consultation feedback. However, significant environmental and community benefits would result from the closure and removal of the viaduct and from downgrading the existing corridor between Brampton Hut and Swavesey.

The local authorities in Huntingdon and Cambridgeshire are strongly in favour of a solution in which the existing A14 corridor can be downgraded, as this would help to promote economic regeneration and would result in traffic noise and air-quality improvements. Also, a solution in which the existing A14 remained open for all classes of through-traffic in Huntingdon would mean that the Huntingdon Southern Bypass could only be built to two-lane dual carriageway standards, which is less resilient to the impacts of accidents, breakdowns and roadworks than the three-lane dual carriageway currently proposed.

The views of the public and local authorities will be considered further on this matter, and the traffic model will be re-evaluated for an un-tolled scenario, before a preferred route is published early in 2014.

7.3 Impact on local accesses

What you said:

Generally respondents agreed that there was a need to separate local and strategic traffic and supported the provision of a parallel local access road. In particular, those travelling to, and from, Bar Hill welcomed the provision of an alternative route.

A small number of respondents were concerned that local residents would be forced to make longer journeys because there are fewer junctions provided along the new road. A number of these concerns related to the reconfiguration of the Dry Drayton junction. Some respondents supported its removal in order to reduce 'rat-running' through villages in the vicinity and to improve the flow of traffic on the mainline, while others were concerned that removal of the junction would result in longer journeys. A number of you stressed the need to avoid increasing congestion on routes currently used by local residents. Some local authorities highlighted the importance for the local access road to be designed so that it could be widened in future if necessary, and several respondents requested that it be dualled from the outset.

Local communities who currently rely on a direct left-in-left-out only access to the A14 generally welcomed the fact that they would be able to access the new local road to travel in each direction, instead of using a more difficult single access onto the west-bound carriageway. Although it was felt that any local access road would be busy and subject to additional rat-running when access to the A14 was interuppted.

Other concerns related to the need to maintain existing accesses to private land and businesses.

Background:

The proposed scheme would significantly improve access for local users travelling in the area around the A14 and in accessing both Cambridge and Huntingdon. It would provide a route for local traffic between Girton and Fen Drayton, and then on the de-trunked section of the A14 to Huntingdon, as well as providing improved access to properties and businesses. The proposed scheme would provide an improved environment for more vulnerable users such as cyclists and pedestrians.

Removing direct access for residential and commercial property onto the new A14 would improve safety and journey reliability on both the A14 and on surrounding local roads. One of the objectives of the A14 improvements is to help get the 'right traffic on the right roads'. The improved efficiency and journey reliability provided by the proposed improvements to the existing A14 and construction of a new Huntingdon Southern Bypass would improve the movement of longer distance traffic and local commuter traffic, thereby keeping traffic on the A14 and away from the local roads.

The traffic modelling we have undertaken, in conjunction with the local highway authority, demonstrates that the local access road would be able to accommodate the expected traffic demands. The process for undertaking this assessment is discussed further in section 8.

Our response:

The alignment of the local access arrangements and links are at an early design stage. During the next stage of the scheme's development local stakeholders will be able to comment on more detailed scheme proposals, helping us to ensure that they meet your requirements in the best way possible. As we continue to develop the scheme, we will engage with landowners, businesses and those whose access will be affected by the proposals to understand requirements and, where appropriate, will seek to ensure that necessary access arrangements are accommodated within the design.

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7.4 Junctions

What you said:

Generally you supported the idea of reducing the number of direct accesses and junctions currently on the A14 and designing these fewer junctions to modern standards. You largely agreed that this would improve traffic flows on the A14 and improve safety.

Some respondents were concerned that existing and proposed junctions on the route would not have sufficient capacity to avoid queuing and delays in the future, particularly in locations where new developments are likely to increase traffic flows over and above normal growth. This was of particular concern at Bar Hill junction, with the introduction of the new town of Northstowe, but also the new Swavesey Junction, which would accommodate all traffic to, and from, Huntingdon and St Ives. There was also concern that there were no improvements planned for the A10/A14 junction at Milton, particularly given the potential future development at Waterbeach.

Many of you pointed out that current congestion problems on the A14 Cambridge Northern Bypass are exacerbated by the ineffective junctions at Histon and Milton, and queues backing up to the A14. Respondents put forward a variety of proposals to improve these junctions, ranging from grade-separated flyovers to free-flow lanes.

A small number of respondents suggested that all junctions along the proposed route should provide full access and connections in all directions. Particular reference was made to the proposed junction between the A14 Huntingdon Southern Bypass and the A1198 to the south of Godmanchester. A few of you said that junctions should be sited away from towns and villages where possible to reduce unwanted impacts.

Background:

Along the existing route there are numerous accesses off the main carriageway into individual properties, farms and other buildings. The proposed scheme will divert access to residential and business premises onto the local access road, which will run parallel to the trunk road between Girton and Fen Drayton, and connect to the A14 at the Swavesey, Bar Hill and Girton (westbound only) junctions.

The proposed junctions at Bar Hill and Swavesey would provide full access between the local road network and the A14, via a new junction built to modern standards, providing suitable capacity, lengths of slip-roads and visibility. This would take into account predicted traffic flows from future developments, such as the new settlement at Northstowe and the traffic to, and from, Huntingdon and St Ives.

The closely spaced junctions on the Cambridge Northern Bypass interact with complex merging and diverging traffic movements on this section as local traffic mixes with strategic traffic. In order to understand this interaction and to ensure that the scheme proposed would have sufficient capacity to reduce congestion on this section we have used micro-simulation modelling, in addition to the overall traffic model previously described.

We propose to improve the junctions at Milton and Histon by widening the eastbound off-slips to allow for free-flow left turn lanes, and also to add a lane to the circulatory carriageway at Milton in order to increase the junction capacity.

The proposed links provided within each junction take into account the balance between the forecast traffic demand and the additional cost of construction, therefore making an economic case for inclusion in the scheme. The proposed junctions have been located to minimise adverse impact on local residents, businesses, landowners and the environment, while providing a safe junction with sufficient capacity.

Our response:

We will continue to review the proposed road links and location of junctions as to their suitability. We will continue to work closely with the local highway and planning authorities to ensure that we consider future traffic demands as fully as possible and, where appropriate, will seek to ensure that necessary arrangements are accommodated within the design.

7.5 Major interchanges

What you said:

Proposals for the new Brampton Interchange between the A1 and the new A14 Huntingdon Southern Bypass do not include links between the A1 south and the A14 east, which would cause users to divert onto the A428 or to u-turn at Brampton Hut Junction. This was thought to be more likely if the A428 was blocked eastbound between St Neots and Caxton Gibbet, increasing the traffic past Brampton Village. It was also requested that Brampton Interchange be designed so that Buckden could be bypassed in the future.

There was general support for improvements at Girton Interchange to provide a more free-flowing interchange and to reduce congestion. However, a significant number of respondents, including local authorities, raised concerns that the proposed scheme did not include a link between the M11 south and the A428 west, and that this link would provide some relief for the A1303 and address existing problems in the area. Some respondents also requested that a link be added for the A428 west to the A14 north and vice versa to prevent rat-running through Elsworth and Boxworth. A few respondents thought that a full redesign of the interchange was required to provide full-grade separation and connectivity for all movements.

For both interchanges it was requested that the layouts be 'vehicle friendly' and address existing issues, such as the tight bends and closely spaced slip roads at Girton Interchange.

Background:

We will design the proposed interchanges to modern standards, with clear advance signing and lane markings and sufficient capacity for predicted future traffic flows.

Girton Interchange is a complex and heavily-trafficked interchange between a motorway, two trunk roads and a major route into Cambridge. In the development of the proposed scheme, we considered 13 alternative layouts for improving this junction and maximising traffic flow between roads, and we have incorporated the best performing one into the proposed scheme.

The proposed interchange at Brampton would provide a connection between the A14 Huntingdon Southern Bypass and the A1. It would enable movements between the southbound carriageway of the A1 and the eastbound carriageway of the new A14. It would also connect the westbound A14 to the A1 northbound, which will improve traffic flow for strategic through traffic. Movements not accommodated by this interchange will still be made possible by using the new Ellington Junction and the existing Brampton Hut junction.

Our response:

The modelling exercise that we undertook as part of the development of the proposed scheme forecast that the traffic movements not accommodated are unlikely to be significant. The inclusion of links to the A1(S) would require modification or closure of the existing grade-separated junction north of Buckden, due to its close proximity, and is unlikely to be cost effective. Any additional interchange improvements in this location would need to have sufficient benefits to justify the additional scheme costs associated with constructing a full interchange. We will continue to review the traffic demand for these movements as the scheme is developed to ensure that the proposed interchange provides the best balance of benefits against scheme cost.

Our proposed layout for the Brampton Interchange would not preclude a future Buckden Bypass, although there are no plans for this at this stage and we do not intend to include it as part of the A14 improvement scheme.

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Our proposed solution maintains all the principal traffic movements through the Girton interchange and significantly improves traffic flows from east to west on the A14. There is opportunity, although not necessarily as part of this scheme, to consider the benefits of improving connectivity by providing a link between the A428 eastbound to M11 southbound, and the M11 northbound to the A428 westbound. However, although the latter movement would be relatively easy to achieve, the opposite movement would require additional bridges and would need to be carefully located to avoid interfering with the A14 westbound to the M11 southbound slip road. It could potentially add another vertical level to the Girton Interchange, which would have additional environmental impacts.

We will continue to review the demand for these movements as we develop the design and continue to consider the inclusion of any additional links at Girton Interchange on the basis that the benefits would have to justify the additional costs and offer an economic case for inclusion in the scheme.

7.6 Standard of the road

What you said:

A small number of respondents felt that the proposed scheme wouldn't provide sufficient capacity and that additional lanes should be added to ensure that it is able to cater for future demand. Most of these concerns related to the section around Cambridge where existing congestion is most severe.

Other respondents disagreed that the problems affecting the current A14 (in terms of it being blocked by accidents or breakdowns) would be solved by building a new, or widened, all-purpose A-road.

There were suggestions that the A14 should be built to full motorway standards with hard shoulders and restrictions on the categories of vehicles able to use it.

Background:

The traffic modelling we have undertaken, in conjunction with the local highway authority, demonstrates that the scheme would be able to accommodate the expected traffic demands. It also demonstrates that the proposed scheme has been designed to an appropriate standard for the amount and type of traffic using it.

Dual three-lane carriageways are more resilient than two-lane dual carriageways, both when maintenance is being carried out and when accidents occur. The new Huntingdon Southern Bypass and the widened on-line section of the A14 – which will in general be of three or four lanes in each direction – would improve resilience when accidents, breakdowns and road works occur and therefore reduce 'rat-running' in response to incidents.

Where local road junctions and link capacity constraints (such as junctions in the vicinity of the Cambridge Northern Bypass A14 junctions) would cause queuing onto the A14 junctions, we will work with Cambridgeshire County Council, as the local highway authority, and Cambridge City Council to ensure that a joint approach was undertaken and that any changes in traffic flows from the A14 improvements were taken into account.

The existing A14 between the M1 / M6 junction and Ipswich is an all-purpose trunk road and the new route between Cambridge and Huntingdon has been developed as an improvement to this highway corridor. The upgrading of short sections in any route corridor to motorway is not generally advocated as it creates an inconsistency in standards and imposes restrictions on certain road-users. In general, it also increases construction costs, although there are improved benefits arising from the provision of hard-shoulders for emergency use.

Our response:

The design of the road scheme, including the standard of road and the number of lanes, will be developed further in accordance with current design standards. The impact of the Government's decision not to toll Huntingdon Southern Bypass will be considered in terms of its impact on traffic flows using the bypass (which will increase) and the public will have the opportunity to comment further on the design during subsequent stages of consultation.

7.7 Safety

What you said:

Generally, respondents agreed that there would be safety benefits associated with the scheme.

Many respondents felt that the high proportion of HGVs is responsible for the current safety record of the A14 and this was a particular concern for local communities and those who used the A14 regularly. A few suggested that imposing restrictions on HGVs, such as limiting them to the inside lane only or restricting them to off-peak use, would improve safety along the proposed scheme and wider A14. Some of you felt that such measures should be introduced in place of the proposed scheme.

Some respondents suggested that parking lay-bys should be removed, as their short slip roads force vehicles to join the main road at low speeds. Instead it was suggested that the scheme should provide truck stops for HGVs.

Others considered that safety along the proposed route would be improved by requiring better driver training and behaviour, addressing problems such as erratic lane changing and the slowing down of the outside lane. A few suggested that variable, and enforced, speed limits (which have been introduced on a number of motorways) would improve safety for road users, as well as improve traffic flow – a problem raised by many of the local communities located along the A14.

Background:

Operational and road safety issues are fundamental considerations for every highway improvement scheme the Highways Agency undertakes. By reducing the number of junctions and direct accesses onto the A14 and by improving the standard of both the road and its junctions, the proposed scheme would improve safety on the strategic road network. Retained sections of the A14 would have additional road width. This, along with the untolled alternatives, would improve resilience when accidents, breakdowns and road works occur and therefore reduce the 'rat-running' that currently occurs to avoid traffic queues. The new local access road will provide a route for local traffic between Girton and Fen Drayton. It will also link to the de-trunked section of the A14 for routes to St Ives, Godmanchester and Huntingdon, as well as providing access to residential properties and businesses along the corridor.

While people may feel disadvantaged by slower moving HGV traffic along the strategic road network, transportation of freight is a vital component of the UK economy and we need to make provision for it. Up to 26 per cent of the daily traffic on the A14 comprises HGVs - a proportion well above the national average of 10 per cent. The additional road width provided as part of the proposed scheme would make it easier for HGVs to pass each other without blocking the full width of the road. As the A14 is not a motorway, the Highway Code does not place restrictions on lane use for HGVs, and there are no plans to restrict the times that HGVs can use the road.Lay-bys are required on a trunk road to provide somewhere safe to stop in an emergency or to take a short break from driving. Lay-bys incorporated into the scheme will be designed to modern standards, with clear signing, and sited to maximise visibility.

Concerns over the use of lay-bys by a high proportion of HGVs will need to be considered further as we develop the design.

The proposed A14 Cambridge to Huntingdon scheme is classified as an all-purpose, dual carriageway trunk road. It has 1.0m hard-strips rather than full hard shoulders and an increase in the provision to motorway standards would increase the overall cost of the project.

Our response:

The design of the road (including the number of lanes), the width of the road and the provision of safe places to stop will be considered further as we progress the scheme and there will be future opportunities to comment on the design development as part of our on-going consultation process.

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Clear and consistent advanced signing and road and junction layouts, built to modern standards, will help users to make early decisions about manoeuvres.

Variable speed limits have been applied on other parts of the road network in an attempt to increase capacity and safety while maintaining the road width. The A14 scheme will include sufficient capacity within the layout to minimise periods of congestion so there should be no need for variable speed limits. However, we will consider the use of some of the new technology available, such as matrix signs that can display text and pictograms. We also plan to review the full range of technology solutions that could be applied to this scheme and will be able to provide more details about this as the scheme is developed.

7.8 Cambridge Northern Bypass

What you said:

Many of you thought that the proposals would improve the current congestion on this section of the A14, noting that improvements were long overdue.

Some of you raised concerns that one additional lane in each direction would be sufficient and suggested further widening to increase capacity. Some respondents also had concerns that there would not be sufficient capacity for the additional traffic generated by proposed local developments such as at Waterbeach, North Newmarket Road and in Cherry Hinton, Teversham and Fulbourn.

Many of you pointed out that existing congestion issues on the A14 Cambridge Northern Bypass were exacerbated by the junctions at Histon and Milton not operating well and queues backing up to the A14. Some suggested providing a local access road between Histon and Milton junctions would help traffic to flow better during peak periods.

Many of you felt that the current layout of Girton Interchange was the root cause of existing congestion on the Cambridge Northern Bypass and once this is improved there would be no requirement for any further widening. Others felt that many journeys in this area are short and therefore improving this section would encourage greater use of cars, which would be counter-productive; better use should be made of alternative forms of transport.

Background:

Due to the complex nature of merging and diverging movements and the mix of strategic and local journeys on this section of the A14, we have used micro-simulation as an additional tool to identify the key congestion causes and to test the traffic response to various elements of the scheme, such as adding further lanes or changing the junction configuration. This model is calibrated using actual observed data to ensure that it closely resembles reality and it is this model that has informed the proposals. This work has confirmed that the improvements at Girton Interchange alone would not provide sufficient congestion relief, and that the proposals for the Cambridge Northern Bypass also need to include a package of junction improvements and on-line widening.

The junctions on this section of the A14 provide the northern radial routes into Cambridge and the capacity of the junctions is often constrained by the capacity of the road that it feeds. We have therefore sought to develop our proposals by considering the best solution for all traffic; not just increasing the capacity on the A14 in order to move the problem elsewhere.

The number of lanes proposed and the layout of the junctions will account for the predicted traffic flows from committed future developments with total growth controlled to local, regional and national forecasts, as discussed further in section 8.

A parallel local access road between Histon and Milton may remove some of the local journeys from the A14. However, the proximity of development to the south and the pond to the north and landfill site to the north-west of Milton junction would make it difficult to provide a road that would provide good value for money.

Our response:

We will continue to work closely with Cambridgeshire County Council and Cambridge City Council to develop a robust proposal for this section of the route. The design of the road will be considered further as we progress the scheme and there will be future opportunities to comment on the design as part of our ongoing consultation process.

7.9 Alignment of the new southern bypass

What you said:

Some respondents were concerned about the proximity of the Huntingdon Southern Bypass to existing villages. This was a particular concern for those communities living along the proposed route. Respondents from the Hilton area were concerned about the height of the road across the flood plain.

A number of alternative routes were suggested which referred back to routes considered as parts of previous studies or which supported moving the bypass closer to the urban area of Huntingdon, including re-routing the bypass through the cutting to the north of Offord Hill.

Reasons for suggesting alternative routes for the bypass to the south of Huntingdon generally related to the need to preserve the river valley landscape views and tranquillity, and to share more equally the impact of the scheme.

Other route alignment changes proposed related to the possibility of a shorter bypass; leaving the line of the existing A14 at Hemingford Grey would be cheaper and would allow traffic from Godmanchester and St Ives to join the A14 without congesting local roads.

Other responses were concerned that the route of the Huntingdon Southern Bypass, parallel to the existing A1 would be a wasteful use of countryside and some of you raised concerns that the alignment would not allow for a future bypass for Buckden.

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Background:

The alignment of the scheme has involved a number of studies and consultations to determine the optimum route of a bypass to Huntingdon.

The DfT Study considered a variety of different (multi-modal) options. The final report includes a bypass to the south of Huntingdon.

Three potential routes for the southern Huntingdon bypass were presented for public consultation in 2006/7 (see Figure 8); one route (labelled in orange) passed through Offord Hill to the south of Offord Hill Farm; and two other routes (shown in brown and blue), passed north of Offord Hill to the north of Corpus Christi Farm.

At that time, the outcome from the consultation demonstrated that the orange route was most preferred by those who responded (62 per cent), while a significantly lower percentage of respondents preferred the alternative routes. The orange route also performed better than the other alternative routes when taking into account other considerations, such as the proximity to property, land take, scheme length, deliverability and overall scheme costs.

Although there have been some changes since the orange route was identified as the preferred route alignment for a Huntingdon Southern bypass, these are not considered significant material to change the case for discounting the other options. The orange route was therefore used as the basis of the six options on which we consulted.

Our response:

A similar scheme to the shorter bypass suggested by some respondents was considered as part of the earlier consideration of alternatives for the alignment of a southern bypass (dashed purple line on Figure 8). It was discounted on the basis that this route had the largest number of properties in close proximity and required demolition of some of them in order to build the bypass.

Any realignment of the route away from one village will inevitably mean that it is, instead, closer to another. In the instance of Hilton, moving the road further north would move it closer to Fenstanton and, in the instance of The Offords, moving the road further north would move it closer to Godmanchester and Brampton. The alignment of the proposed bypass has therefore been chosen to minimise the impacts of the scheme.

The height of the proposed route in the vicinity of Hilton has been determined by the need to connect existing watercourses under the road and the need to be above the flood water levels, as dictated by the Environment Agency flood mapping and careful modelling. We note that there are a number of concerns about the accuracy of the Environmental Agency maps in this area and we will review these with the Environment Agency as part of progressing the scheme's design.

In developing the initial design we felt it was not desirable to merge the A14 and A1 for the short length between the new Brampton Interchange and Brampton Hut Junction as the interaction of traffic on the two routes over such a short length may give rise to operational and safety issues. This is something that we can give further consideration to as we continue to develop the scheme.

The route of the bypass at the western extent of the scheme has been developed to use the existing A1 road corridor, bringing the roads as close together as possible and therefore minimising the impact on the surrounding countryside, within engineering constraints. This route would not preclude a future Buckden Bypass, although there are no plans for this at this stage.

As we develop the design of the scheme, we will continue to assess the impacts of the route alignment of the Southern Bypass and assess whether or not there are any opportunities to include additional mitigation or minor changes to the route alignment to address concerns raised as part of this consultation.

Figure 8: A14 Ellington to Fen Ditton scheme – route options

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7.10 A1 widening

What you said:

Opinions were split on the widening of the A1. Some respondents supported this idea, with suggestions being made for further widening to four lanes in each direction, as the A1 currently is to the north of Alconbury. Others felt that better use should be made of the existing A14 spur by maintaining the A14 route through Huntingdon.

Some respondents were pleased to see that their previous concerns regarding the capacity of the A1 to the north of Brampton Hut had been addressed by this scheme.

Background:

The widening of the A1 to three lanes between the new Brampton Interchange and Alconbury Junction is justified by the forecast increased traffic demand on this section of the road; an increase to four lanes in each direction would be over-provision and therefore the additional cost would not be justified.

The proposed scheme reduces traffic on the A14 spur between Alconbury and Spittals as longer distance traffic is attracted onto the new A14 route to the south of Huntingdon, joining the A1 at the new Brampton Interchange for journeys with destinations to the north. This is, in part, due to the removal of the A14 route through Huntingdon, but also due to the provision of the new, high-quality Huntingdon Southern Bypass, providing a better standard of road than that which currently exists.

Our response:

The final design of the road, including its width, will be considered further as we progress the scheme and there will be future opportunities to comment on the detailed design as part of our ongoing consultation process.

Our way forward

The proposed alignment has been identified through a number of previous studies. Having taken into account views expressed during this consultation, we believe the use of both on-line and off-line improvements will continue to represent the most practical solution and will help achieve the objectives of the scheme. It continues to represent the most appropriate solution and, overall, will achieve the objectives of the scheme. Where practical, the proposed scheme has been located to avoid significant adverse impacts, although we recognise that in places it runs in close proximity to some settlements. As we continue to progress the design of the scheme and identify a proposed route, we will continue to assess the impacts to ensure that the preferred route balances the need for the scheme against any environmental and community impacts.

To ensure that the design of the scheme, to be submitted for DCO approval, is appropriate, we will:

- undertake further design work for the scheme, working with key stakeholders and considering responses to this consultation
- ensure that the scheme is built to modern standards and that the design of major interchanges is fit for purpose
- consult further on the design and layout of the road as we develop our application for development consent and
- identify and consult on potential significant environmental effects and appropriate mitigation as part of the Environmental Statement

8 Capacity and congestion

8.1 Introduction

The proposed scheme has been developed to provide benefits to road users, businesses and the community, including:

- relieving current traffic congestion on a critical link in the national transport network
- maximising local, regional and national economic growth potential by increasing the capacity and resilience along this length of the A14 and
- improving links to, and from, the east coast ports

A computer-based traffic model has been used to analyse traffic flows and to assess the effects of the proposed improvements. Our modelling work for this scheme has built on a number of earlier studies into traffic flows in, and around, the A14 corridor. The outputs have been used to ensure that the scheme meets the expected demands at the time of its opening and to a design year of 2031.

The model takes into account existing levels of traffic across the network at different times of the day and forecasts changes based on the following:

- forecast changes in housing and employment supply in terms of numbers and location and
- impacts of other strategies (such as the DfT rail-freight strategy)

This has allowed us to predict traffic flows on the A14 and the surrounding network both with, and without, the proposed scheme being implemented.

Summary of issues you have raised

Key issues	What you said
Traffic modelling	■ The traffic model should be sufficient in terms of geographic scope to assess the full impacts of the proposed scheme ■ Future development and traffic growth should be accounted for ■ Some respondents questioned whether or not the modelling was fit for purpose and robust
Existing congestion	■ The scheme should address traffic queues at specific locations on the trunk road and local road network
Future congestion	■ The scheme may create traffic queues where there are none at present

8.2 Traffic modelling

What you said:

A number of respondents were concerned about our approach to modelling the proposed scheme and the non-tolled alternatives, including any diversions that would take place at a regional level and outside the suggested alternatives, and if any mode-shift had been accounted for. This was a concern not only for local communities, but also for local authorities located away from the proposed scheme.

Some respondents felt that we had not fully taken into account the scale of development along the A14 corridor, for both committed schemes and planned development in emerging Local Plan documents and that, as traffic levels continue to grow, further upgrades would be required. Specifically, there were concerns about the additional impact from large-scale developments, such as at Northstowe, Alconbury Weald and Waterbeach, as well as the cumulative impact of new development along the A428 and other smaller developments across the region. It was felt that consideration should also be given to the impact of the development of London Gateway and any potential future development at Stansted.

Background:

We have used two elements of the traffic model to assess the impacts of the scheme. These include a large-scale model to capture the effects of the scheme across the eastern region and a more detailed model to capture the effects of the scheme within the Cambridge sub-region. Both models have been developed in accordance with DfT guidelines and have been used to assess other large-scale road improvement schemes.

The base-year model was built to replicate the traffic flows observed in 2006 and a further check was made to ensure that the current model is able to replicate 2011 conditions. This was the most recent modelled year available from the Cambridge Sub Regional Model, which informs land-use and potential mode-shift impacts across the sub-region. The model is therefore representative of the latest traffic conditions, providing a robust basis for forecasting how the scheme, both with and without tolling, will affect traffic flows. The model captures movements within the study area, along both the major and minor roads (including movements to avoid areas of congestion), for a typical weekday. Abnormal movements, such as avoidance of an accident or incident, will not normally be captured as the model represents typical weekday conditions, although the model can be used to assess which routes traffic might take should a section of the route be closed.

Traffic forecasts have been conducted for 2016 and 2031 traffic levels. Separate forecast traffic models have been developed for scenarios both with, and without, the proposed scheme being built. This allows the impact of the proposed scheme on traffic movements to be assessed

In our assessment of the scheme, we have applied tried and tested economic modelling techniques, which take account of predicted growth from the National Trip End Model. This provides forecasts of planning data, car-ownership levels, trip ends and constrained traffic growth, and considers factors that encourage and restrict growth, such as forecast fuel prices and economic activity, as well as other schemes, such as rail improvements, which may affect future traffic volumes. Our assessment also considers the size and location of committed regional and local developments and their associated forecast traffic generation, derived from local authorities' Annual Monitoring Reports from 2009/2010. This was the most recent available data at the time the forecasting was commissioned for the DfT Study. The modelled overall growth across the area is linked to local and regional growth forecasts. This accounts for the level and distribution of predicted growth included in local authority development plans.

We have undertaken a further sensitivity test to confirm that the proposed scheme can accommodate potential higher levels of growth predicted from large-scale, uncommitted, but foreseeable, developments, such as those at Northstowe and Alconbury Weald. This test adopts a 'worst case' view, which assumes that these developments take place in addition to the levels of growth predicted in the core model runs. Other emerging development sites, such as those at Bourn Airfield, Cambourne West and Waterbeach are at a much earlier planning stage and the duration of construction is likely to extend well beyond the current forecast horizon of 2031.

Our response:

Further work will be undertaken in the development phase of the proposed scheme to refine the traffic forecast. This will take account of more recent, and future, information on traffic growth and revised assumptions regarding both local and national developments that may have an impact on the scheme. These are continually being updated as local authorities progress their plans and new developments are permitted. Further development of the base-year model will also be undertaken to determine if it matches more recent traffic data. This will ensure that the model continues to provide robust forecasts by which to assess the impact of the scheme.

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8.3 Existing congestion

What you said:

There was concern that, despite the A14 improvements, congestion would continue and become worse although some people did agree that the improvements will improve the corridor and access to Cambridge. A number of respondents suggested that there would not be any beneficiall impact on the particular journey that they undertakeeach day. While congestion along the entire length of the A14 between Cambridge and Huntingdon was mentioned, there. There were particular concerns about:

- A1303 at Madingley (particularly in relation to accessing the park-and-ride site)
- A1 Black Cat and Buckden roundabouts
- A428 from the A1 to the M11
- A14 at Stow-cum-Quy
- A14 Brampton Hut junction
- A14 Spittals junction
- A14 Cambridge Northern Bypass and its approaches and
- smaller villages along the route of the A14 as a result of existing rat-running

Our response:

Our modelling has demonstrated that the proposed scheme will address existing congestion on the A14 between Cambridge and Huntingdon, including congestion at the Cambridge Northern Bypass, Brampton Hut, Spittals and Girton. Further work in the next stage will allow us to ensure that this remains the case.

Congestion at other locations is beyond the scope of the scheme and the proposed improvements do not seek to directly address congestion in these areas. However, it is anticipated that the scheme will result in less rat-running to avoid the existing congestion on the A14 and less impact on the local road network in the event of an incident on the A14.

Problems at the A1 Black Cat and Buckden roundabouts will be improved following the completion of the proposed pinch point scheme and the A14 at Stow-cum-Quy will be examined by the separate route based strategy we are currently undertaking.

We are separately developing route based strategies for the A428, A1 and the wider A14 beyond the scheme limits, and will publish the findings in spring 2014.

The relationship between the proposed scheme and the park-and-ride sites around Cambridge is an important factor and the scheme will help to improve access to a number of these by reducing delay on the A14 and the approach to the M11. The direct approaches to many of the park-and-ride sites are managed by the local highway authority and therefore are not areas that this scheme seeks to directly address. However, through our on-going engagement with the local highway authority and other relevant stakeholders, we will continue to consider the relationship between the A14 and park-and-ride sites as we progress the scheme's design.

8.4 Future congestion

What you said:

While a number of respondents acknowledged that the scheme would relieve traffic congestion between Cambridge and Huntingdon, there was concern that this congestion would simply be pushed to other sections of the A14, or even down other specific routes. It was believed that this would not help to relieve congestion. A number of respondents were concerned that, as a result of the revised road layouts in Huntingdon or additional traffic using the A14, the scheme would result in congestion at:

- B1514 Thrapston/ Brampton Road and through Brampton and Huntingdon (due to the new highway layout and additional traffic on the section between Hinchingbrooke Park Road and the West of Town Centre Link). There were specific concerns about access to the secondary school, hospital, police headquarters and nearby housing, as well as congestion in the centre of the town. Some respondents agreed that the proposals would help improve connectivity in the town

- A1307 Huntingdon Road into Cambridge, which is an existing constraint to the volume of traffic entering Cambridge from the A14 and
- smaller villages between the A428 and A14, as traffic potentially rat-runs on minor roadfs between the two routes

Our response:

Overall, our modelling has demonstrated that the proposed scheme will help to alleviate congestion on the A14 and surrounding road network. We recognise that, as a result of the proposed changes around Huntingdon, part of the Brampton Road (B1514 - between Hinchingbrooke Park Road and West of Town Centre Link) is likely to have a modest increase in the level of traffic although other sections of the B1514 are forecast to have reduced levels.

The modelling also showed that there are a number of other improvements within the Huntingdon area that would help to reduce existing congestion, such as that experienced between the village of Brampton and Hinchingbrooke Park Road. These include the new access being provided by a link between the de-trunked A14 east of Spittals junction and Hinchingbrooke Park Road. The traffic model also forecasts that there would be less traffic on the section of Brampton Road between the West of Town Centre Link and the Huntingdon Inner Ring Road as a result of the proposed improvements. Therefore overall, the scheme will help traffic flow through the town centre.

The A1307 provides the route to, and from, Cambridge, from the A14 at Girton. Currently, the route experiences congestion in the morning peak hours in the eastbound direction from junctions such as torey's Way or Victoria Road, although this does not typically queue back to the A14. The modelling has confirmed that the proposed scheme is not forecast to increase traffic on this route. There are some existing movements that currently take place through villages between the A14 and A428 that will continue in the future, but the likelihood of traffic rat-running in order to avoid congestion will reduce due to the additional highway capacity that the scheme will provide; traffic will use the new A14 in preference to using more minor local roads.

Our way forward

As the scheme's design is progressed, we will continue to test the effects of the scheme on the road network. We will continue to consider traffic congestion at key locations and that the effects of the scheme are considered;

- The Highways Agency will continue to progress Agency route based strategies to consider congestion issues on roads outside the scope of the A14 scheme
- where necessary and appropriate, work with the local highway authority to seek solutions to any forecast traffic congestion problems

Environmental and community issues

9

9.1 Introduction

The proposed A14 improvement scheme passes through a variety of urban and rural landscapes, from undulating countryside and the Ouse valley in the west to the built-up urban area of Cambridge in the east. The proposed route is also close to some rural communities and established settlements, including the Offords, Buckden and Hilton, as well as larger established settlements such as Huntingdon and Brampton.

As with any large-scale infrastructure scheme, there will be both positive and negative environmental and community impacts. In identifying the proposed route, we have sought to minimise the negative impacts, while considering these alongside other important factors, such as construction methods and the deliverability of the scheme as a whole. This assessment has been carried out in accordance with our design manual for roads and bridges (DMRB), which is an established process for assessing the impact of road projects. Where necessary, we have also consulted relevant stakeholders such as the Environment Agency.

Work will be done to understand the likely significant environmental effects of the proposed scheme over the coming months. Such effects remain an important consideration in developing the scheme and our preliminary assessment of these will be consulted on prior to the application for a DCO being submitted.

Summary of issues you have raised

Key issues	What you said
Environmental impacts	■ There would be an adverse impact on residential properties, towns and local villages in terms of air quality, noise and light, and visual impact ■ Adequate mitigation is needed ■ There would be a negative impact on the Ouse valley ■ There is a potential increased flood risk ■ The removal of the viaduct would have a positive environmental impact in the town of Huntingdon
Community impacts	■ Possible severance of local communities was a concern ■ Local house prices may be affected ■ There is potential for positive impacts for some local communities ■ You questioned whether or not the proposed scheme would result in a positive legacy ■ Affected landowners should be compensated ■ Construction impacts need to be fully considered with appropriate mitigation
Non-motorised users (NMU) including; cyclists, equestrians and walkers	■ NMU requirements should be considered in the design of the scheme ■ Additional NMU provision could be accommodated within the proposed scheme

9.2 Environmental impacts

Noise, air quality, lighting and visual impacts

What you said:

Some respondents were concerned about the effect of the proposed scheme on noise levels and air pollution and how this would affect local villages and towns, particularly villages such as Brampton, where the proposed alignment of the road would result in additional vehicle movements close to the village. A

number of respondents raised concerns about the effect of pollution on health and whether the designated Air Quality Management Areas (AQMA) would be adversely affected.

The impact of raised noise levels on homes and communities near to the A14 was a worry for some. It was felt that areas with existing high noise levels, as well as previously quiet areas, would become noisier. Linked to this, there were requests for the line of the new A14 to be moved further from existing communities, for noise barriers or mounds to be provided and for the new road to be constructed using a low-noise surface. A number of respondents thought that by having the new road toll-free after 22:00 there would be an increase in night-time noise.

There were also concerns about the visual impact of the road scheme and the effect of the scheme's lighting.

Some respondents commented upon the positive environmental impacts for the town of Huntingdon following the removal of the viaduct.

Finally, some respondents thought that there was likely to be an increase in pollution and carbon dioxide emissions as a result of traffic diverting onto local roads to avoid tolls. Some respondents suggested the need for new lower speed limits or traffic calming to be placed on local roads to discourage this diversion. It was suggested that monitoring should be undertaken once the road is operational to assess whether or not further mitigation is required.

The responses received suggested a general feeling that these impacts would reduce quality of life and adversely affect property value. It was requested that landscape mitigation measures, such as mounding and planting, be provided.

Background:

The alignment of the existing A14 through the built up areas of Huntingdon and Godmanchester and along the northern edge of Cambridge means that it has an effect on many homes. The A1 has a similar effect on the villages of Buckden and Brampton. The A14 also comes close to other villages along its route. As well as the visual impact from the road, the traffic on the A14 and A1 also generates noise and air pollution. The way these roads have developed over the years also means that they do not have the all the environmental mitigation that a modern road would have and there is less scope for things like tree screening or noise mounds.

The proposed scheme is likely to have some beneficial impacts, particularly where traffic is diverted away from areas where there are existing environmental issues. However, alongside these benefits, there are likely to be some adverse impacts on the environment, including those associated with noise, visual impact and air quality. With this in mind, we will seek to ensure that the scheme is designed to avoid, reduce or offset these impacts where possible. The environmental effects of the proposed scheme for both the construction and operational stages will be assessed as part of the Environmental Statement. Where necessary, a range of mitigation measures will be identified during the next stage of the scheme's design. This process will be subject to further consultation.

Our response:

Along with the benefits that the proposed scheme will bring, there are likely to be some adverse impacts on the environment. With this in mind, we will seek to ensure that the scheme is designed to avoid, reduce or offset these where possible. The environmental effects of the proposed scheme will be assessed and a range of mitigation measures will be identified during the next stage of the scheme's design. This process will be subject to further consultation.

Not all new road schemes need to be lit at night over their entire length; we will consider carefully the benefits of lighting this road and will only do so where road lighting can be justified, for example on grounds of safety. The Highways Agency has adopted a policy in which road lighting is, in some cases, switched off for part of the night in order to save energy and reduce light pollution.

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Impact on the countryside

What you said:

The landscape and countryside to the south of Huntingdon and especially the Ouse valley is highly valued for its beauty and tranquillity. There were serious concerns that the scheme would detract from an area of natural beauty. In other locations, such as around the village of Hilton, there were concerns about the height of the new road and the effect this would have. The potential designation of the Ouse valley as an Area of Outstanding Natural Beauty (AONB) was highlighted by some. Many respondents asked that the route be in a cutting and that mitigation measures be implemented, such as mounding and planting to screen the road and traffic. It was stressed that the scheme's design should prioritise screening for local residents above the need to maintain open views for motorists.

Some respondents were concerned that the scheme would remove valuable agricultural land and make access to farmland more difficult. A few asked whether it was right to take up agricultural land that is used for food production. Some respondents felt that the alignment of the route would sever some land holdings and thereby affect the viability of existing farms. There were requests for new accesses onto farmland.

Respondents also pointed out that farm vehicles travelling between land holdings used the Huntingdon viaduct and existing A14. Some thought that this would become more difficult if the route was replaced by the southern bypass.

Background:

The route proposed for the section of the scheme to the south of Huntingdon is the result of a series of studies undertaken over a number of years and is considered the best solution to problems on the existing A14 in this section. It balances the conflicting demands of the environment, design standards, 'buildability', cost and safety. We acknowledge that the route would, in places, have significant effects on the landscape, the ecology of the area and bring traffic noise into rural areas.

Our response:

The scheme to be submitted for DCO approval will seek to minimise adverse effects as far as possible and is likely to include a range of mitigation measures (for example mounding, tree planting and habitat creation). These will be identified as we develop the scheme's design and there will be further opportunity to comment on these as part of our future consultation on the scheme.

We will seek to reduce 'land take' and fragmentation of agricultural land. We will also aim to maintain access across, and alongside, the new road and to provide new field accesses where necessary. We will open discussions and follow statutory processes in our engagement with affected landowners as we progress the scheme.

Flooding

What you said:

Some respondents felt that the construction of the southern bypass, on-line widening of the existing A14 and construction of local access roads might lead to increased flooding. The loss of land in the floodplain of the River Ouse as a result of the construction of the new bridge and approach embankments was of particular concern and some thought that the discharge of water from the new A14 at Hilton was likely to increase flooding problems there.

Background:

The existing A14 crosses the River Ouse and passes through a low-lying area, which is subject to frequent flooding. These factors mean that the effect of the proposed scheme on flooding, and the need to avoid the new A14 being flooded, are important considerations and the scheme would need to include compensation areas to make up for the loss of floodplain land and 'balancing' ponds to take the additional water coming off the new and widened parts of the A14.

Our response:

We will develop the scheme and mitigation measures to ensure the new A14 does not make flooding any worse and that water is discharged from the road in accordance with good practice.

9.3 Community impacts

Construction impacts

What you said:

The effect of the scheme's construction works on the local community was a concern for some respondents, in particular vehicles using local roads and driving through nearby villages. Some wanted information about how these construction effects would be controlled while the road was being built. There was also concern that construction works on sections of the existing A14 would result in motorists diverting to avoid delays and using small local roads, leading to pollution and safety problems on these routes. A number of comments related to entitlement for compensation for adverse effects during construction. There were also comments from several respondents about the need to start construction quickly to tackle the problems of congestion on the A14 as soon as possible.

Background:

The construction of a road scheme like the A14 would be a major undertaking and one of the largest construction projects in the country, taking a number of years to complete. The Highways Agency has managed many similar road construction projects in the past and will appoint suitable contractors who have demonstrated capability and high standards of environmental responsibility. Local councils, community groups and other stakeholders would be engaged to ensure that the construction process is carried out with the minimum of disruption to the area.

Our response:

We recognise that construction itself is likely to have adverse environmental effects in the short term. As part of mitigating such effects, we will seek to construct the new road as quickly as is appropriate. We will assess the likely significant adverse impacts on the environment during the construction stage and consider the necessary mitigation to address these as we progress the proposed scheme design.

The contractor for the proposed scheme will be required to develop and implement plans to manage the effects of construction. There will be further opportunity to comment on these measures as part of our future consultation on the scheme.

Legacy and compensation

What you said:

A number of respondents raised issues around compensation, particularly with regard to the impact of the scheme on property values and whether compensation would be available. Some asked about measures to address increased noise levels. These comments made up a small number of the total responses received.

A number of respondents made comments relating to the 'legacy' of the scheme. Some did not consider that building a new road through the countryside could have a positive legacy.

Others suggested additional facilities that could be delivered as a result of the improvements, such as a skate park at the Huntingdon railway viaduct location. A number of other suggestions related to the provision of new or improved cycle routes, for example alongside the existing road from Godmanchester to St Neots and along the new local access road, and a new bridge for cyclists and other non-motorised users at Swavesey junction.

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Background:

Traffic, vehicle movements, structures and lighting associated with major roads cause inevitable impacts on local residents, many impacts increasing over time as traffic patterns change. The construction of a new road or the upgrading of an existing road offers the opportunity to consider potential mitigation measures, so reducing the level of impact on those near to the road.

Our response:

We recognise that a project of this scale and nature could have significant effects on the environment and the community. There are statutory processes in place to respond to an effect on property prices and other compensation issues that may in the case of a scheme that is the subject of a DCO application, and these will be considered further in the next development stage. Further information on this matter can be found on the Highways Agency's website.

Following the Preferred Route Announcement, we will assemble a schedule of landholders who we consider would be affected by the scheme and discussions will begin in order to understand concerns and to consider opportunities for mitigation within the developing design. These will continue through to submission of the DCO application. Formal discussion will take place with landowners if the Secretary of State decides to grant the DCO.

We are currently exploring ways in which the scheme can contribute towards delivering a positive legacy for communities and the environment in the area around the A14 corridor. We will continue to actively engage with communities and stakeholders to understand local aspirations, and consider how the A14 project can meet these as a direct result of the road improvements and through working in partnership with others.

Impact on local communities

What you said:

There was a general concern about the proposed scheme's effects on the community and some felt that insufficient consideration had been given to this.

Some respondents felt that the proposed scheme would increase severance for local villages or make access to settlements more difficult.

Background:

The local effects of the proposed scheme on the communities it passes through have been an important consideration in the development of the proposed route. We are keen to minimise the adverse effects of the proposals on the local area wherever possible. As far as possible, the proposed scheme would maintain existing road, footpath and bridleway connections so that no communities would be 'cut off' by the new road.

The proposed scheme provides a separate local access road between Girton and Swavesey so that local traffic would not need to travel on the A14 with long-distance traffic or HGVs. This meets a central theme in the development of proposals in helping to get the right traffic on the right roads and thereby connecting people better than at present.

Our response:

Social and community issues, and impacts on non-road users, will be assessed in further detail, alongside other likely significant environmental effects in the next phase of the project and will be reported in an Environmental Statement, which will be submitted as part of the DCO application. Before the application for a DCO is submitted, these issues will be captured in a Preliminary Environmental Information Report, which will be consulted on.

9.4 Non-motorised users (NMU) including cyclists, equestrians and walkers

What you said:

A number of respondents described the importance of maintaining routes for walkers, cyclists and horse riders, with some pointing out that the existing A14 had resulted in historic footpaths being severed, for example the links between Madingley and Girton. Some respondents went on to comment about the increased distance that pedestrians would be faced with walking at the Swavesey junction. They wanted the existing bridge to be maintained for cyclists and pedestrians and asked whether or not these crossings would be reinstated as part of the scheme.

Some respondents commented on the provision for cyclists, and asked whether the proposed scheme would be safer for them, and whether it would improve their access to Cambridge. Respondents suggested cycle routes from Histon and from Bar Hill, and from Godmanchester to St Neots, as well as a new non-motorised user bridge at Swavesey Junction and a new connection between Brampton and Brampton Wood. The use of parts of the de-trunked A14 as a cycle path was also suggested, as well as the provision of space on the local access road for future expansion.

A number of respondents also raised the issue of provision for public transport and bus stops, with one suggestion that the de-trunked A14 could be used as an extension to the guided busway. Some respondents expressed concerns that the scheme would not achieve its objective of 'connecting people'.

Background:

An appropriate level of study has been undertaken to understand the likely effects on non-motorised users and to inform scheme choices at this early stage of the project.

A detailed assessment of impacts on non-motorised users will be undertaken during the next stage of the scheme design and the findings reported within the Environmental Statement and the Preliminary Environmental Information Report referred to above. This will include surveys of existing usage and consultation with the community and interest groups.

Our response:

We will develop our approach during the next phase of the project and the public will have an opportunity to comment in our consultation. It is our intention to maintain existing routes across the line of the new road and to improve conditions for pedestrians, cyclists and horse riders where practicable to do so. The exact nature of these proposals will be developed during the next stage of the project.

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Our way forward

In taking forward the project ‘s design stage, we will seek to address concerns raised during the consultation and work with local stakeholders to ensure the scheme avoids, reduces or offsets significant adverse environmental effects as far as possible. To achieve this, we will undertake the following during the next stages of the process:

- continued engagement with local and community stakeholders
- assessment of environmental impacts as part of the Environmental Statement and in the Preliminary Environmental Information Report supporting the DCO application and the next stage of consultation respectively
- consideration of community impacts as part of the Environmental Statement supporting the DCO
- development of the scheme’s design to seek to mitigate significant adverse environmental effects and effects on non-motorised users
- consideration of the potential for improvements to non-motorised user provision through the design of the scheme and legacy master planning and
- preparation of a draft Construction Environmental Management Plan to help minimise impact to local communities during the construction phase of the project

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The route ahead

10.1 Introduction

Following feedback received through the recent consultation, the Highways Agency continues to develop the A14 Cambridge to Huntingdon improvement scheme, and a Preferred Route announcement will be made in early 2014. This date is later than the one we originally announced (late 2013) in order to give us more time to reflect on the feedback you provided through the consultation.

By making a Preferred Route Announcement, the Highways Agency is able to protect the corridor through which the road passes from future development.

Summary of issues you have raised

Key issues	What you said
Progressing the scheme	■ A great deal of time has passed since earlier consultation, get on with it as quickly as possible ■ Why does it have to take so long?
Taking account of comments made	■ There was concern that comments would not be properly considered
Future involvement	■ Various groups asked to be formally consulted during the next stage ■ Some respondents were uncertain of where future opportunities for engagement would exist

10.2 Next steps

What you said:

Many respondents wanted us to develop the scheme quickly, so users could benefit from improvements as soon as possible. Some respondents felt that a great deal of time had passed since earlier consultation, confirmed a need to tackle congestion on the A14, and did not understand why the scheme would take so long to complete.

A few respondents expressed concern that we would ignore their comments and push on with the scheme design without considering them.

A number of respondents, mostly those representing groups, asked to be involved in the future development of the scheme, as formal consultees. There was some uncertainty as to how this would be done.

Background:

As a Nationally Significant Infrastructure Project, the scheme will be submitted to the Planning Inspectorate by means of a Development Consent Order (DCO) application.

The Planning Inspectorate will review the application in detail and ask for comments from interested parties. It is likely that a public hearing will be held where people will be able to speak directly to the Inspector. The Inspector will then make a recommendation to the Secretary of State for Transport, who will decide whether or not the scheme should be permitted to proceed. This process is likely to take around 18 months.

Before submitting a DCO application, the Highways Agency will carry out an extensive consultation to make sure the developing design takes into account the views of those affected by the scheme. After this formal consultation exercise, a detailed report, which shows what has been done and how respondents' views have been considered, will be presented to the Planning Inspectorate. The neighbouring local authorities will confirm whether or not they feel the Highways Agency has done enough to seek peoples' views and will then write to the Planning Inspectorate setting out how they believe their authority area is affected by the scheme.

Our response:

Over the coming weeks we will:

- develop the design to reflect consideration of the consultation feedback
- announce a Preferred Route in early 2014 for the A14 Cambridge to Huntingdon improvement scheme
- develop our plans for formal submission to the Planning Inspectorate in an application for a DCO for the scheme
- continue to undertake a range of surveys of the local environment
- develop and enhance our traffic model and
- commence discussions with statutory stakeholders and other key groups about the development, and seek their guidance on the scope of assessments and work going forward to support our application

Despite taking more time to consider your views prior to announcing the preferred route, we remain committed to make our Development Consent Order application in autumn 2014 (as we originally announced during the consultation).

We want to continue our conversation with the local community about the potential impacts of the road and, throughout 2014, we will share updates on our progress via our website and by attending community forums and events. We will commence our next consultation in spring 2014. At this time we will be able to share with you more detailed design information for the scheme, along with our environmental assessments and a range of other information, which will help you to make a considered judgment on the value of the scheme. We want to know what you think about more detailed plans for the scheme, including opportunities for further enhancement, and we will be encouraging you to provide further feedback.

Figure 9 illustrates the proposed timeline for this project, including the estimated duration of each stage in the DCO process.

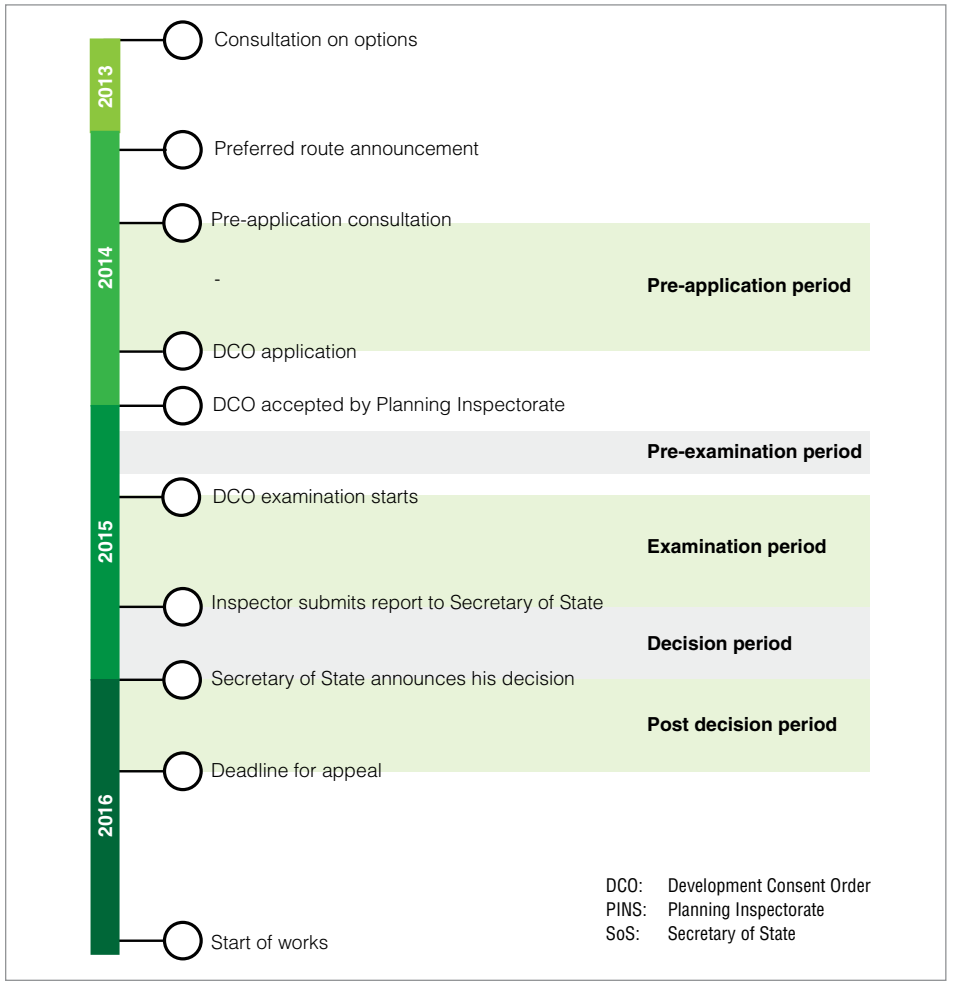

Figure 9: Development Consent Order process

Note: More information about the Planning Inspectorate, the *Planning Act (2008)* and the Development Consent Order (DCO) process can be found on the Planning Inspectorate's National Infrastructure Planning website:

http://infrastructure.independent.gov.uk/

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Our way forward

Over the coming weeks, we will:

- develop the design, taking into account the comments received through the consultation
- announce the preferred route for the scheme
- work towards a submission for DCO at the earliest opportunity
- undertake all necessary surveys and investigations to support the development of the design and
- commence discussions with statutory stakeholders and stakeholder groups to help us develop a scheme that meets our objectives of combating congestion, unlocking growth, connecting people, improving safety and providing a positive legacy

Appendices

Appendix A: The consultation materials

Sharing information about the scheme

We wanted as many people as possible to find out about the scheme and to have an opportunity to comment on it. We achieved this by:

- producing a consultation summary brochure
- producing a more detailed technical document about each of the options and the proposed route
- making consultation documents available electronically via the central Government channel GOV.UK, and sharing them on the Highways Agency website: www.highways.gov.uk/A14CambridgetoHuntingdon
- publicising the online documents via email alert to 2,143 subscribers to the project
- holding public exhibitions (staffed and non-staffed)
- giving presentations to key stakeholder groups and
- inviting telephone queries through the Highways Agency information line (HAIL) and responding to queries by email through the project address: A14Cambridgehuntingdon@highways.gsi.gov.uk

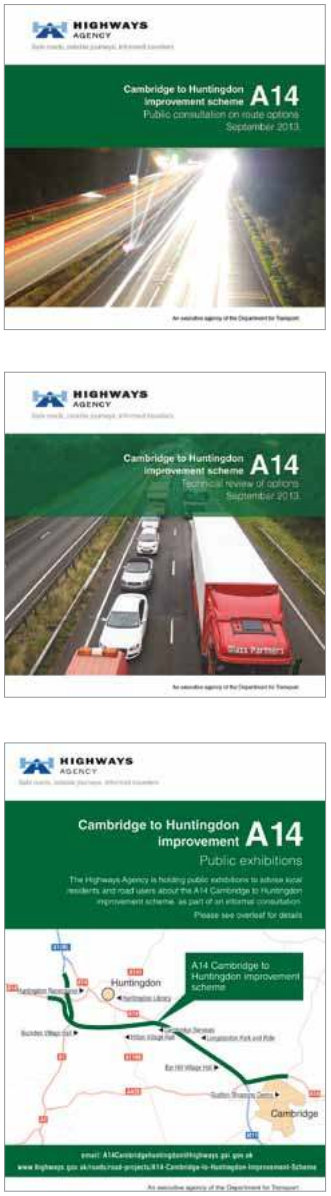
The following screenshots and weblinks illustrate the range of consultation material that we provided as part of the consultation.

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/239445/A14-cambridge-to-huntingdon-brochure.pdf

https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/243999/a14-technical-review-of-options.pdf

http://assets.highways.gov.uk/roads/road-projects/a14-cambridge-to-huntingdon-improvement/N130338%20-%20A14%20Exhibition%20Location%20Interactive%20PDF.pdf

The information was available both electronically and in hard copies. Where people had difficulty in accessing or interpreting our information, they were able to contact the Highways Agency via a helpline which was printed on the document.



HIGHWAYS AGENCY
Safe roads, reliable journeys, informed travellers
Cambridge to Huntingdon improvement scheme A14
Benefits of the scheme
Reducing congestion: providing more reliable journey times and making life easier and safer for businesses and communities
Unlocking local growth: by improving access to commercial and residential development schemes
Connecting communities: by keeping heavy traffic out of villages and by reducing severance
Improving safety and reducing driver stress: by keeping the right traffic on the right roads and by providing safer local access for pedestrians, cyclists and others
Protecting the environment: by mitigating the effects of the scheme on the landscape and by seizing the opportunities of de-trunking
Creating a legacy: that enhances the reputation and attractiveness of Cambridgeshire and creates a distinctive gateway to the region
An executive agency of the Department for Transport

Figure 9

Copy of paper based questionnaire

HIGHWAYS AGENCY

A14 Cambridge to Huntingdon Improvement Scheme

Tell us your views

The Highways Agency is seeking your views on our proposed improvement scheme for the A14 and on your thoughts and ideas for tolling.

This questionnaire was designed so you may answer it following your reading of the A14 brochure. The brochure explains key elements of the scheme and our thinking behind it. You can view the brochure electronically at: www.highways.gov.uk/A14CambridgetoHuntingdon also you can obtain a copy by attending one of our public exhibitions (locations as listed on our website) or by contacting us at the following address:

Highways Agency, Woodlands, Manton Lane, Bedford, MK41 7LW

or by calling the Highways Agency information line on 0300 123 5000

If at all possible, please complete this questionnaire online at: www.highways.gov.uk/A14CambridgetoHuntingdon however we would be happy to provide you with a paper copy. Paper copies should be returned to:

Freepost RRAY-TAUA-SUGT
Highways Agency
Woodlands
Manton Lane
BEDFORD
MK41 7LW

You are required to send your completed answers by Sunday 13th October 2013.

Your details:

Please provide us with your name and address. The Highways Agency collects this information to confirm that each questionnaire was submitted by a real person.

- We will hold your details securely in accordance with the Data Protection Act 2000.
- We will use your details only in connection with this informal consultation exercise and subsequent planning applications relating to the proposed improvements.
- We will not sell your data or use it for any other purpose.

Name……

Email address……

Address……

……Postcode……

Would you like to us to alert you via email about updates for this project? Y/N ☐

1. The alignment of the road
In late 2011 the Department of Transport commissioned a multi-modal study to identify 'cost-effective and practical proposals which bring benefits and relieve congestion' through the A14 corridor between Cambridge and Huntingdon. The study concluded that the best-performing highway options were those which were larger, and thereby offer a wider range of solutions.

The Highways Agency was tasked with the preparation of a scheme proposal that elaborated upon the A14 Study outputs whilst maximising the value for money and operational benefits of the solution. It was also asked to further consider the way in which tolling could be applied to the scheme and to look in more detail at how the residual problems of congestion on the A1 trunk road could be overcome.

From the above work, the Highways Agency has developed a proposed alignment for the road, as described within the A14 brochure.

The proposed alignment will meet the objectives of;

- combating congestion;
- unlocking growth;
- connecting people;
- improving safety; and creating a positive legacy.

Strongly agree	Agree	Neither	Disagree	Strongly disagree
☐	☐	☐	☐	☐

Anything else you would like to say?

2. Clarification to Question 1:
The 2011/12 multi-modal study (the A14 Study) considered six highway packages and the proposed alignment was developed using components of package options 3 and 5. In addition to any views you may have on the proposed alignment itself, when considering the suitability of that alignment, we would like to know whether you have any views on the potential benefits and impacts of the other options, which are described on pages 12 to 14 of the Consultation booklet?

Response

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3. Element 1 – Huntingdon Southern Bypass and A1 widening
The preferred solution comprises:
- Constructing a new tolled, two-lane, all-purpose route from Ellington to Brampton, continuing as a tolled, three-lane, all-purpose route to Swavesey.
- Providing new partial junctions at Ellington, south of Brampton, and with the A1198 south of Godmanchester.
- De-trunking and re-aligning the existing A14 through Huntingdon, from Alconbury and Ellington to Swavesey.
- Improving the local road network by demolishing the Huntingdon rail viaduct.
- Widening of A1 from Brampton to Alconbury to provide extra capacity.

The preferred solution will meet the objectives of;
- combating congestion;
- unlocking growth;
- connecting people;
- improving safety; and
- creating a positive legacy.

Strongly agree	Agree	Neither	Disagree	Strongly disagree
☐	☐	☐	☐	☐

Anything else you would like to say?

4. Element 2 – A14 online improvement
The preferred solution comprises:
- The widening of the A14 to dual, three-lane, all-purpose carriageway between Swavesey and Bar Hill.
- Widening of the A14 to dual, four-lane, all-purpose carriageway between Bar Hill and Girton.
- Improving local junctions at Swavesey and Bar Hill.
- Closing access to the A14 at Dry Drayton.
- Building a new, two-lane single carriageway local access road between Swavesey and Dry Drayton, parallel to the A14.

The preferred solution will meet the objectives of;
- combating congestion;
- unlocking growth;
- connecting people;
- improving safety; and
- creating a positive legacy.

Strongly agree	Agree	Neither	Disagree	Strongly disagree
☐	☐	☐	☐	☐

Anything else you would like to say?

5. Element 3 – Girton Interchange
The preferred solution comprises:
- Re-configuring the interchange to improve free-flow movements between A14, M11 and A428.
- Providing a two-lane single carriageway road from Bar Hill to Huntingdon Road at the back of the Cambridge Crematorium.

The preferred solution will meet the objectives of;
- combating congestion;
- unlocking growth;
- connecting people;
- improving safety; and
- creating a positive legacy.

Strongly agree	Agree	Neither	Disagree	Strongly disagree
☐	☐	☐	☐	☐

Anything else you would like to say?

5. Element 4 – Cambridge Northern Bypass
The preferred solution comprises:
- Widening the A14 to dual, three-lane, all-purpose carriageway between Histon and Milton junctions, (the widening between Girton and Histon having already been completed early).
- Improving Histon and Milton slip roads and widening the Milton Junction roundabout to three lanes.

The preferred solution will meet the objectives of;

- combating congestion;
- unlocking growth;
- connecting people;
- improving safety; and
- creating a positive legacy.

Strongly agree	Agree	Neither	Disagree	Strongly disagree
☐	☐	☐	☐	☐

Anything else you would like to say?

6. Tolling the new road

An element of the proposed scheme is that it should be tolled. An important consideration of tolling is to keep strategic traffic moving through the region on the A14 trunk road and free up traffic on local roads.

- It is proposed the toll will apply in both directions over the length of the proposed Huntingdon Southern Bypass (between Ellington and Swavesey; and
- It is proposed that it will apply between 6am and 10pm seven days a week.

The scheme would deploy modern tolling technology that allows tolls to be levied electronically, without disruption to traffic flows, and making payment simple and convenient for both domestic and international users.

On approaches to the tolled section, signs would warn motorists of the toll-road ahead and direct those who do not wish to pay the toll to alternative routes.

Please read the following statements and say how strongly you agree or disagree.

Applying the toll for those making use of the Huntingdon Southern Bypass only is appropriate.

Strongly agree	Agree	Neither	Disagree	Strongly disagree
☐	☐	☐	☐	☐

Applying the toll between 6am and 10pm is appropriate.

Strongly agree	Agree	Neither	Disagree	Strongly disagree
☐	☐	☐	☐	☐

The use of modern tolling technology will provide an effective way of collecting tolls without holding up traffic.

Strongly agree	Agree	Neither	Disagree	Strongly disagree
☐	☐	☐	☐	☐

Anything else you would like to say?

8. What is your overall view of the scheme?

Taking into account all aspects of the proposed improvement scheme, how would you rate your overall view of the scheme? (Tick one box only)

Strongly support the proposals	☐
Broadly agree but with some reservations	☐
No strong view either in support or against	☐
Generally disagree	☐
Strongly against the proposals	☐

7. Is there anything else you would like to say?

Equality and diversity:

Tick the option below which best represents your gender

Male ☐ Female ☐ Prefer not to say ☐

To which group do you consider you belong?

☐ White British	☐ White Irish
☐ Another white background	☐ White and Black Caribbean
☐ White and Black African	☐ Any other mixed background
☐ Indian	☐ Pakistani
☐ Bangladeshi	☐ Any other Asian background
☐ Black Caribbean	☐ Black African
☐ Any other black background	☐ Chinese
☐ Other	☐ Prefer not to say

Which of these age groups do you belong to?
17-24 ☐ 25-44 ☐ 45-64 ☐ 65+☐ Prefer not to say ☐

Is there anything about your health that makes it difficult for you to travel?
Yes ☐ No ☐ Prefer not to say ☐

Freedom of information

As a public body, the Highways Agency may be requested to publish or disclose information provided in response to this consultation, including personal information, in accordance with the access to information regimes such as the Freedom of Information Act 2000 (FOIA), the Data Protection Act 1998 (DPA) and the Environmental Information Regulations 2004.

In the majority of circumstances personal data will not be disclosed to third parties. However we cannot give an assurance that confidentiality can be maintained in all circumstances.

If you want the information you have provided to be treated as confidential, please be aware that, under the FOIA, there is a statutory Code of Practice with which public authorities must comply and which deals, amongst other things, with obligations of confidence.

Do you want the information that you have provided to be treated as confidential?
Yes ☐ No ☐

If you have answered yes to the above it would be helpful if you could explain to us why you regard the information you have provided as confidential. If we receive a request for disclosure of the information we will take full account of your explanation, however we cannot give an assurance that confidentiality can be maintained in all circumstances.

Thank you for taking the time to provide us with your views.

What happens next?

- Your views will be analysed by Atkins on behalf of the Highways Agency and this analysis will be set out within a consultation report.
- Your views will be represented within this report, but your personal details will not be given.
- This report will be shared with Statutory Authorities and will become a public document in due course.

Appendix B: Media coverage during the consultation period

The following is a summary of media coverage relating to the A14 consultation which was picked up by the Highways Agency during the consultation period. It demonstrates the geographical coverage of the promotion of the consultation process and the various media sources through which this was undertaken.

At the start of the consultation, the following press release was issued to local, regional and national media organisations as well as relevant trade press to publicise the consultation and public exhibitions which were being held during the consultation period.

The press release was sent to a range of media organisations or representatives. By examining a summary of press coverage on the first day of the consultation period (9 September 2013), the following media coverage relating to the start of the consultation process had been recorded:

- EADT24
- BBC Radio Cambridgeshire
- BBC Radio Suffolk
- BBC News website
- Cambs Times
- The Construction Index
- Heart Cambridgeshire
- Cambridge News
- ITV news website
- Transport Network
- SHD Logistics
- Hunts Post

After this date, there was continued media coverage of the proposed scheme with a total of 209 media records from 51 different publications during the remainder of the consultation period. Although relating to the consultation, not all of this coverage was specifically related to the consultation process.

Reproduction of issued news release

Public exhibitions in September and October

The Highways Agency has published plans for a major road scheme to upgrade the A14 between Cambridge and Huntingdon.

The £1.5bn scheme will provide much-needed capacity on the 22-mile route, including a new 12-mile bypass around Huntingdon. Work is due to get underway in late 2016 (subject to statutory processes and continued value for money), with completion expected in 2019/20.

A public consultation will run from Monday 9 September to Sunday 13 October, with public exhibitions planned in the Cambridge and Huntingdon area from Tuesday 17 September.

During the consultation period the public will have the opportunity to see the Highways Agency's proposed solution. They will be able to view it alongside other options that were considered, including those developed for the Department for Transport's A14 study in 2011/12. A more detailed timetable for delivering the scheme will be outlined. The consultation is seeking feedback on the choice of route, junction and access arrangements, the other route options that were considered, as well as the proposed tolling of the bypass around Huntington and the way in which the tolling system could work.

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Stephen Hammond, Roads Minister, said: "This announcement meets the commitment I made in January to present a more detailed solution for the A14 and a clearer timetable for delivering these crucial improvements.
"We need a long-term resolution, that will tackle the congestion and journey time reliability issues, and subject to the outcome of the consultation, we believe this is it. It's the best option for people living locally, and for the businesses that see it as a gateway to international markets via the ports on the East coast. It will provide better journeys for long-distance and local traffic, putting the right vehicles on the right roads."

The A14 is a strategically-important route, which links the Midlands to the Haven Ports on the east coast, with nearly 85,000 vehicles per day using some sections of the route in Cambridgeshire. Once delivered, road users will benefit from less congestion and more reliable journey times. The improvements will deliver a vital boost to the economy, unlocking local housing developments and providing better transport links for businesses and day-to-day commuters.

The proposed solution for the A14 Cambridge to Huntingdon improvement scheme includes:

- A new Huntingdon Southern Bypass, with junctions at Ellington, at Brampton (where the A14 would meet the A1), at Godmanchester, and on the existing A14 at Swavesey. Proposals under consideration include this section of bypass being tolled.

- The A14 through Huntingdon would be de-trunked. The A14 viaduct over the mainline railway in Huntingdon would be demolished, enabling the existing A14 to be tied into local roads, greatly improving traffic flows in the town and accessing sites for possible new development.

- The A14 will be widened from Swavesey to Milton (the section between Girton Interchange and Histon will be widened earlier as part of a separate improvement scheme. Work is due to start in early 2014).

- A new single carriageway access road will be built alongside the improved A14 between Fen Drayton and Girton and is intended for local use.

- Girton and Milton junctions will be upgraded to improve traffic flow and to add more capacity, with improvements to other junctions along the route.

- Two new junctions will be constructed at Bar Hill and Swavesey to maintain existing access to the trunk road and to connect with the new local road network

- The A1 will be widened between Brampton and Alconbury in order to provide the additional capacity needed to cope with traffic linking to the A1 from the new Huntingdon Southern Bypass.

Chris Taylor, Major Projects (south) divisional director, Highways Agency, said: "We have worked hard to pull together the best elements of the options looked at by the Department for Transport as part of the A14 Study. Subject to the outcome of the consultation, we believe we have come up with the right solution, one that meets the needs of the road user, businesses, and local communities, while being affordable. Many will recognise aspects of the scheme, but there are new elements to the proposal too.

"We very much welcome feedback on the proposed scheme and the other route options we considered, and encourage people to look at the information on our website and to come along to one of the exhibitions we will be holding over the next few weeks."

The public exhibitions (staffed and un-staffed) will be held at:

- Huntingdon Racecourse (staffed)
- Grafton Shopping Centre (staffed)
- Buckden Village Hall (staffed)
- Hilton Village Hall (staffed)
- Bar Hill Village Hall (staffed)
- A14 Cambridge Services (staffed)
- Longstanton Park and Ride Amenity Building (unstaffed)
- Huntingdon Library (unstaffed)

From Monday 9 September, all information will be available on the Highways Agency's website. This will include a consultation brochure which provides more details on the proposals, and the online questionnaire for people to give their feedback. A more detailed technical report on the proposals will also be available on-line or, on-request, in printed copy.

Next steps in the process

All comments received will be reviewed by the Highways Agency and will help inform the Preferred Route Announcement, which is expected to be made in late 2013. A further public consultation will take place in spring 2014, ahead the Agency's Development Consent Order (DCO) application in late 2014. Work is due to start on site in late 2016, but this is subject to a satisfactory outcome to the examination of the DCO application by the Planning Inspectorate and the subsequent confirmation of the proposals by the Secretary of State for Transport.

Appendix C: Stakeholder meetings and public exhibitions – a summary of comments raised

The issues following are a summary of the key issues and areas of concern which were raised during stakeholder presentations and public exhibitions. The primary purpose of both the stakeholder meetings and public exhibitions was to raise awareness of the scheme and allow people to ask the A14 Project Team any questions they had about the proposed scheme. Therefore this list is not comprehensive, but was compiled by the project team to summarise the main concerns of those attending so that these could be taken into account as part of the consultation process. Attendees at both the stakeholder presentations and public exhibitions were encouraged to submit a formal response via the online questionnaire, so that their concerns could be recorded accurately and given full consideration as part of the consultation review process.

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Summary of comments raised during stakeholder presentations

Date	Organisation / Group	Summary of key comments raised during presentations
Wednesday 4 September 2013	**Huntingdonshire District Council**	■ The junction to the SW of Brampton provides limited access only. This was a key concern when the previous scheme was presented. ■ If one is travelling up the A1 from the south one has to continue to Brampton Hut and come back down. This will put additional pressure on a roundabout which is already over used. ■ The alternative route through St Ives will need to be well signed as there is already congestion in this area. ■ Concern about additional congestion at A1/A428 interchange. ■ Concern that no consultation was being carried out in the St Neots area. ■ The A1198 is a single carriageway. This road should be improved in conjunction with proposed work. ■ Concern about impact of additional congestion around Brampton (Brampton Road/Huntingdon Road and impact on local residents. ■ Concern that HGV's will use the A14 through Huntingdon to avoid the tolls. ■ Need for a clearer justification for the removal of Huntingdon Viaduct. ■ Need for a detailed explanation of what mitigation will be provided for the Offords. ■ It needs to be made clear to southbound traffic near Alconbury that the old A14 cannot be used by HGVs. ■ Questioned the cost of the toll for those joining A14 at Godmanchester. ■ Not enough notice has been given for exhibitions. ■ The scheme will put a lot of extra traffic onto the A428. People living in the vicinity of the A428 will not benefit from the project. ■ Concern about the delivery of the project post 2015. ■ There will be problems on the A428. A bypass at Little Paxton is needed. ■ People need to understand what is meant by the Route Based Strategy and how they can input. ■ The toll tariff must be realistic – is the level of the toll part of the consultation? ■ The distribution of flyers within the Brampton community is urgently needed. ■ How tolling will be captured and enforcement against non UK registered vehicles. ■ There a risk that the toll tariff will escalate significantly to recover costs.

Date	Organisation / Group	Summary of key comments raised during presentations
Friday 6 September 2013	**Cambridgeshire Local Authorities**	■ Will the proposed 3 lanes on the Huntingdon Southern Bypass cope with the expected levels of traffic? ■ Concern for additional increase in pollution in Girton arising from the proposed increase in lane width on the A14 and proposed mitigation. ■ Costs are likely to rise and who will cover these? ■ What provision is being made for segregated cycle paths? ■ Is an increase in future year movements into Cambridge reflected in the scheme traffic model? ■ It was asked if the scheme will receive contributions from new developments. ■ Use of a tagged car system to enforce tolling rather than use of ANPR was raised. ■ It is too early to fix the toll. ■ Will there also be an upgrade of the A1? ■ How will tolling be captured and enforcement against non UK registered vehicles. ■ There will be a 'tipping point' at which drivers will seek to avoid the toll. ■ Allocation of borrowpits and how this fits with the DCO process was raised. ■ Will leaflets be distributed to each home?
Monday 9 September 2013	**Greater Cambridgeshire / Greater Peterborough Enterprise Partnership**	■ Concerns about bottle necking at Milton. ■ Concern about closure of local access roads which currently front the A14. ■ Cycle lanes need to be provided as part of any scheme improvements. ■ Need to build on existing work wherever possible to reduce costs ■ Impact on traffic conditions during the construction period was raised. ■ How the scheme has taken into account future growth was discussed. ■ Have all tolling options been considered? ■ How will tolling be captured and enforcement against non UK registered vehicles. ■ What is the estimated completion date of the scheme?
Thursday 12 September 2013	**St Neots Parish Council**	■ Use of the alternative route (A1/A428) by those avoiding the toll. ■ Rat-running through the surrounding village network to avoid congestion on the A428, particularly rat running through Dry Drayton and Elsworth/Boxworth. ■ Lack of an exhibition in the St Neots area (subsequently an information point at St Neots Library was established w/c 7/10)

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Date	Organisation / Group	Summary of key comments raised during presentations
Tuesday 17 September 2013	**Dry Drayton Parish Council**	■ Rat running through villages (Dry Drayton and Madingley) to avoid the toll. ■ Lack of additional movements provided at the Girton interchange (eg A248 to M11 and A428 to A14). ■ Dry Drayton traffic loses its direct connection to the A14 and traffic has to travel all the way to Bar Hill for access. ■ Tolling and the difficulty in capturing penalty notices from non UK registered vehicles was raised. ■ Ability of Bar Hill junction to handle all traffic that is forecast to pass through it. ■ Access to the petrol station and Travelodge at Bar Hill. This will increases traffic through Bar Hill itself.
Wednesday 18 September 2013	**Cambridgeshire Chambers of Commerce**	■ The tolling is a tax on businesses. ■ There was support ofor the scheme but not for tolling. ■ Extent to which the scheme may be under-designed given further growth in Cambridgeshire, as proposed in the South Cambs Local Plan revisions
Thursday 19 September 2013	**Northstowe Joint Development Control Committee**	■ Access to and from Northstowe to the improved A14 was raised. ■ Use of Dry Drayton road for rat running. ■ No A428 to M11 movement provided at Girton interchange. ■ Rat running through local villages. ■ Tolling and non UK registered vehicles penalty notices being enforced - inequity against UK drivers. ■ Lack of noise barriers incorporated into A14 Girton to Histon pinch point scheme. ■ Lack of previous consultation with residents of Girton over pinch point scheme.
Monday 23 September 2103	**Alconbury Weston Parish Council**	■ Lack of direct access (i.e. new junction) into Alconbury Weald Enterprise Zone. ■ Noise and light pollution from an expanded A1. ■ Village residents will have to pay a toll to get to Cambridge. ■ Removal of the Huntingdon Rail Viaduct and lack of an easy non-tolled alternative route. ■ Fear of additional congestion in Huntingdon.
Tuesday 24 September 2013	**Alconbury Parish Council**	■ Lack of direct access (ie new junction) into Alconbury Weald Enterprise Zone. ■ Noise and light pollution form an expanded A1. ■ Village residents will have to pay a toll to get to Cambridge. ■ Removal of the Huntingdon Rail Viaduct and lack of an easy, non tolled alternative route ■ Fear of additional congestion in Huntingdon.

Date	Organisation / Group	Summary of key comments raised during presentations
Tuesday 1 October 2013	**Fen Ditton Parish Council**	■ Support the scheme terminating at Milton. ■ Considered previous scheme would increase traffic through Fen Ditton due to traffic leaving A14 to avoid queuing on the un-widened section.
Thursday 3 October 2013	**Offord Darcy and Offord Cluny Parish Council**	■ Route is detrimental to Ouse Valley Area of Outstanding Natural Beauty (applied for designation). ■ Want to see Option 5 with HRV retained for use by north-south traffic. ■ Northern CHUMMS route through landfill site is preferred. ■ Height of road above railway and river Ouse is of concern. ■ Northern route would cross railway in a cutting therefore less height above the ground necessary. ■ There is a risk od increased rat running from Godmanchester to avoid tolls. ■ Want A14 westbound to A1 southbound catered for at new Brampton junction to help with diversionary traffic.
Monday 7 October 2013	**The Stukeleys Parish Council**	■ How would the maintenance liability of the River Ouse Viaduct in Huntingdon be treated? ■ Strong local feelings on how difficult it was and will be to control HGV volumes on Ermine St given non compliance of existing weight restriction, with a view that the toll is likely to make matters worse. ■ Belief that a large proportion of HGV abuse of the weight restriction is due to illegally registered or poorly documented vehicles. ■ Queries over how long term the solution would be and that the road would simply fill up again over time and asked what scale of i crease in capacity does the upgrade actually provide? ■ Has the effects of the full build out of Alconbury Weald been factored in to the design? ■ What proportion of people would not pay “on principle”? ■ Lengthy discussions of the local impacts of the local Access Roads to Huntingdon in the vicinity of Brampton Road ■ Once the Viaduct is removed could the embankments on the western side be removed and the original levels restored?
Monday 7 October 2013	**Milton Parish Council**	■ General support for the scheme. ■ Issues could be resolved by changing road layout and targeting investment on key junctions. ■ Would like to see more done to address queuing here with traffic blocking back from the west bound merge onto the junction and pr venting movements in to and out of Cambridge. ■ Need to sort out Madingley junction with M11 as well. ■ Should make Girton all movements. At least provide access from the Cambridge Northern Bypass to the Local Access Road. ■ Concern about the toll and comparison with M6 Toll.

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Date	Organisation / Group	Summary of key comments raised during presentations
Monday 7 October 2013	**Buckden Parish Council**	■ Need to ensure that the proposed scheme doesn't preclude a Buckden Bypass for the A1. ■ There will be increased traffic levels on the A1 to avoid the tolls. ■ Traffic congestion at the A1 Buckden roundabout. ■ Use of the A1 and A14 when A428 is closed. Difficulty of turning right and having to U-Turn at Brampton Hut junction. ■ There will be increased rat-running through Buckden to get to Godmanchester.
Wednesday 9 October 2013	**St Ives Town Council**	■ There will be increased traffic through St Ives because of toll avoidance and increased use of A1123 and A1096. ■ Traffic congestion in St Ives due to Park and Ride usage and guided busway crossing. ■ Capacity of single carriageway local access road to new Swavesey junction. ■ Capacity of new Swavesey junction. Can this handle all the traffic that is forecast to use it? ■ Location where HSB re-joins A14. Could this be moved back nearer existing St Ives junction and widen Fen Stanton bypass?
Wednesday 16 October 2013	**Brampton Parish Council**	■ Would like Ellington junction to be simplified so that users could better understand the movements allowed. ■ Can the same level of environmental protection as the M25 motorway be provided for the A14? ■ The Parish Council has a general objection to tolling and believes it will encourage rat running through the village to avoid toll paying. ■ All non UK registered vehicles should pay the toll and should not be allowed get away with not paying. The toll will have a considerable impact on regular users to the detriment of family income. ■ Agricultural vehicles currently use the existing A14 to get from one side of Huntingdon to the other. The removal of the viaduct has a significant impact on the way they use the road network. ■ More information should be provided on traffic modelling, the forecasts on the way the scheme will be used and the journey time savings.
Wednesday 16 October 2013	**Madingley Parish Council**	■ Concern for the lack of park and ride provision adjacent to the A14, causing rat running through Madingley en route to Madingley Hill. ■ There was general concern for rat running through the village. ■ The level of traffic on the Huntingdon Road was queried. It was felt that the new local access road would be very busy and that it would be very difficult/ dangerous to turn across traffic. ■ There were a high number of residents who felt they would prefer no access to the Huntingdon Road via The Avenue/ new local access road in order to limit risk of rat running. ■ There was concern for accidents at the merging of the local access road and the A14 connection within the Girton interchange as traffic would be moving at different speeds. ■ It was suggested that the access loop at the Girton interchange should be retained for emergency use/ use should an incident block the new access. ■ There was a strong weight of opinion re the need for quality cycle routes, not simply appended to roads. ■ The scheme Architect was asked to consider existing and lost footpaths and bridleways when looking at legacy.

Date	Organisation / Group	Summary of key comments raised during presentations
Tuesday 22 October 2013	**Boxworth Parish Council**	■ Expectation of increased traffic rat-running through Boxworth village. Closure of Dry Drayton junction will exacerbate increased use of route from A428 to A14(west) through Boxworth. What will the HA do to prevent traffic rat-running through Boxworth? ■ Swavesey Junction: Concern that this junction will not be able to cope with forecast traffic. Note that 36000 vpd from Huntingdon will travel down de-trunked A14 and use Swavesey junction to access improved A14. Would like to see an additional slip road from de-trunked A14 onto improved scheme near Fen Drayton. ■ Girton Junction: Would like additional movements from A428 to A14(west) added and the reverse. ■ Closure of A428: Noted that when the A428 (St Neots to Caxton) is closed due to incidents, the diversion route is via A1 and A14. This will be near impossible with the design of the proposed improvement (except U-turning at Brampton Hut roundabout). Would tolls be suspended if the improved route became a necessary diversion route. ■ The need for cycle and pedestrian facilities across the improved scheme that do not increase distances. A belief that the new bridge at Swavesey junction is too far away from the desire line. ■ Huntingdon Town centre: A belief that Huntingdon town centre will the clogged with traffic and that the proposed way of dealing with the viaduct removal will make the current situation worse. Why can't the viaduct be widened?
Monday 28 October 2013	**Swavesey Parish Council**	■ Swavesey Junction: Would like a pedestrian/ cyclist and equestrian bridge installed at about the same location as the existing road bridge to facilitate non-motorised road user access to the Service Area (for employment) and to provide better connections across the A14 carriageway to neighbouring villages. ■ Swavesey Junction: Concern that this junction will not be able to cope with forecast traffic. Note that 36000 vpd from Huntingdon and St Ives will travel down de-trunked A14 and use Swavesey junction to access improved A14. Would like to see an additional slip road rom de-trunked A14 onto improved scheme near Fen Drayton. Suggest that the form of the Swavesey junction should be changed to a standard grade-separated roundabout. ■ Local Access Road: Concerns that the local access road around the back of the Buckingway Business Park could encourage planning applications for further development. Would like to see the local access road moved to the west side of the A14 as far as the Lolworth road. Believe there is sufficient space between the service area and the widened A14 carriageway to accommodate the local access road ■ Rat running through Swavesey: Consider the tolling proposals will lead to increased traffic through Swavesey as drivers and HGV's seek to avoid the toll. ■ The Travelodge/ car wash/ fish & chip shop: Note that access needs to be maintained to an existing business but would welcome closure of the premises.

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Summary of themes raised at public exhibitions

Public exhibition location	Date (2013)	Time
Huntingdon Racecourse (staffed)	Tuesday 17 September	13:00 – 20:00
	Wednesday 18 September	11:00 – 20:00
Grafton Shopping Centre (staffed)	Thursday 19 September	19:00 – 17:30
	Friday 20 September	
Buckden Village Hall (staffed)	Tuesday 24 September	11:00 – 20:00
	Wednesday 25 September	
Hilton Village Hall (staffed)	Friday 27 September	11:00 – 20:00
	Saturday 28 September	09:00 – 13:00
Bar Hill Village Hall (staffed)	Tuesday 1 October	09:00 – 13:00
	Wednesday 2 October	11:00 – 20:00
A14 Cambridge Services (staffed)	Tuesday 1 to Saturday 5 October	10:00 – 20:00
Longstanton park and Ride Amenity Building (unstaffed)	Tuesday 17 to Saturday 21 September	Normal opening hours
Huntingdon Library (unstaffed)	Tuesday 24 to Saturday 28 September	Normal opening hours
St Neots Library (unstaffed)	Monday 7 to Saturday 12 October	Normal opening hours

Tolling

- Attendees at the Cambridge Services were generally positive about the scheme with a significant number of people who were supportive of the scheme except for the tolling aspect.
- Some attendees were content with the principle of tolling.
- A general feeling that taxpayers were already paying through various means of taxation and that this was another tax on the road user and concern about the cost of tolling.
- Local attendees were very concerned about the issue of rat running as a result of toll avoidance.
- HGV drivers do not like the idea of the toll. They are happy to take this route if their employers pay, otherwise they have suggested they will rat run. Routes to the north and around St Ives are referred to in preference to the A428.
- Concern about the use of the A428/A1 as an alternative route and the perceived requirement for more lanes on the A428.
- Requests for a toll concession/exemption for local residents.
- Attendees thought that we may increase the toll charge over time and comparisons were made with M6 Toll road.
- Non UK registered vehicles; whether they would be charged in the same manner as UK registered traffic.
- Being tolled on same day return journeys and also irrespective of where you join the new A14.
- Particular issues regarding St Ives as an alternative un-tolled route with the suggestion that this is already too congested.
- Wanting to know where the toll road joins at Ellington and ends around Swavesey to understand if they will be tolled.
- Interest in the available payment methods.
- There was a lot of comment around the cost of £1 - £1.50 not covering the costs to chase those who did not pay the toll.
- Belief that the cost in administration alone would exceed the tolling charge.
- There were a number of comments around the fact that the toll would disproportionately impact small businesses.

A14 Huntingdon Road Viaduct (HRV)

- The removal of the viaduct is not liked as it means that people are 'forced to use the toll road'.
- Concern that Huntingdon will become more congested with the indicative new layout particularly where Brampton Road and the ring road are congested currently.
- Use of the existing medieval bridge and concern that this will not hold the level of traffic – most suggesting there should be two lane dualled route.
- Some attendees suggested that the removal of the viaduct would be a good thing based on either it being an eyesore or for safety reasons.
- Criticism of the amount of money spent to strengthen the viaduct only for this to be demolished.

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- Requests to make viaduct a longer term solution.
- Attendees worried that weight restrictions will be ignored around Huntingdon.
- A lot of attendees confused if Huntingdon would still have an access to the A1 with the absence of the viaduct.
- A number of attendees asked if the viaduct could remain open with weight restriction, suggesting that this would extend the life of the structure.

Scheme progress

- There were a large number of attendees throughout the exhibitions who said the whole scheme was sorely needed and should have come about a number of years ago - referring to Ellington to Fen Ditton. Many were quite angry about this and the money further consultation and studies would cost.
- Many attendees questioned whether the scheme would ever be constructed – a regular comment was made that “I won’t be around to see this happen” or words to that effect when reviewing our timeline.
- In all locations there was an assumption made by attendees that we were further ahead with this scheme than is the case; a misunderstanding that this was a consultation on options and that a further consultation on the design would follow.
- Criticism that the Highways Agency were not consulting on options by presenting a proposed option.

Local concerns

- Points raised about increased traffic using the Bar Hill Junction and had consideration been given to the additional traffic that would be generated from the Northstowe development.
- Overall, had the scheme considered fully the impact of all developments which would impact on the road including those locally as well as further afield.
- Proximity of the new alignment to the Offords, Hilton and Buckden. A lot of talk about whether the road could be moved further north.
- The lack of full access from the A14 onto the A428 at Girton was seen as a problem by a number of attendees.

Alternative thoughts to the proposed scheme

- A number of attendees suggested speed limits would solve the issue of over capacity.
- A number of attendees suggested adding an additional lane to the existing A14 would be enough to tackle congestion.
- Belief that the A428 should be looked at first.

Areas of misunderstanding

- Concern over press coverage which suggested the closure of the Dry Drayton junction.
- A lot of confusion regarding what de-trunking means.

Environment

- The impact of construction on the environment and ecology of the area.
- Concerns raised around impact of / on flood plains along the route.
- Concern about noise attenuation.
- Several enquiries about the height of lengths of road.
- Concern over facilities for cyclists.

Other

- Attendees generally accepted the widening on the A1 sections and between Bar Hill and Milton.
- Attendees wanted to know more about route based strategies, particularly to do with the A428.

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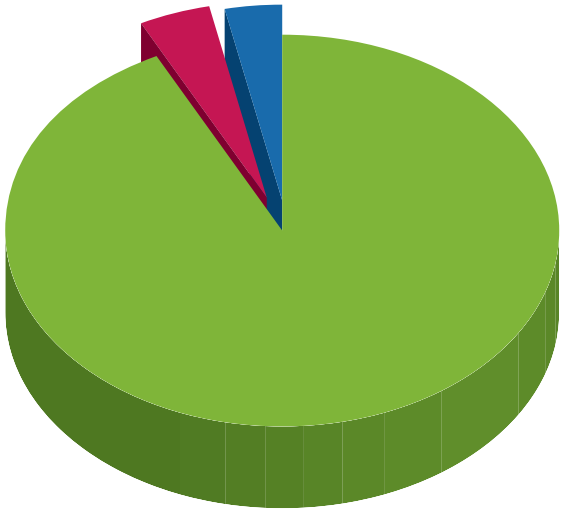
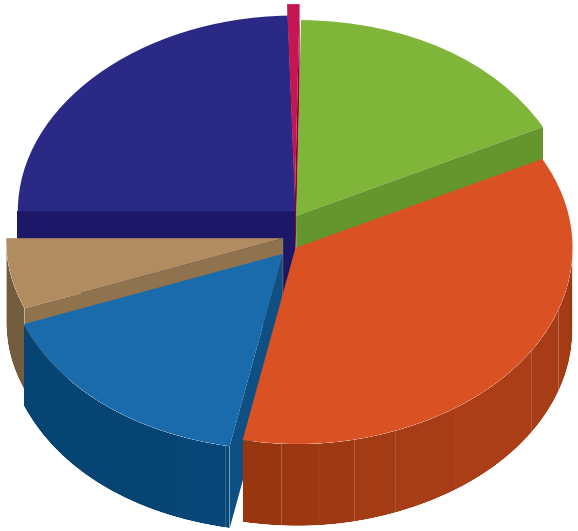
Appendix D: Information about respondents

The following information was requested as part of the consultation questionnaire for monitoring purposes. This information will help us to evaluate the effectiveness of our consultation in engaging as many people as possible and help us to identify how we can improve our consultation processes in the future.



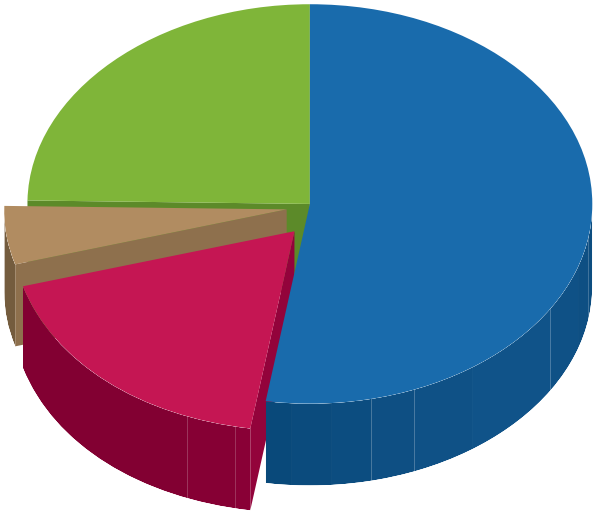
978	using web-based questionnaire
42	by questionnaire using FREEPOST address
35	by questionnaire using A14 email address

Figure 10: How people responded



4	17 – 24
183	25 – 44
374	45 – 64
169	65+
63	Prefer not to say
262	No answer

Figure 11: Age of respondents



555	Male
190	Female
374	45 – 64
51	Prefer not to say
259	No answer

Figure 12: Gender of respondents

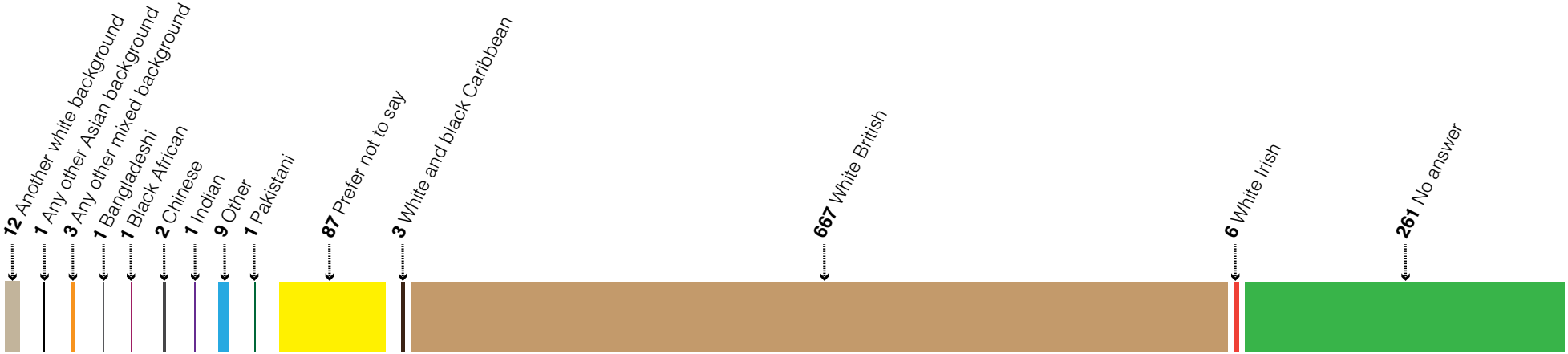


Figure 13: Ethnic origin of respondents

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Appendix E: Summary of issues raised in response to public consultation on A14 route options (2013)

The following table is a summary of the key issues and areas of concern which were raised during the public consultation. The table does not repeat every comment received in response to the consultation and is not a formal record of the comments received. However, the summary table supplements the main consultation report by setting out in more detail issues raised by those who responded to the consultation and provides further detail (e.g. about potential impacts / other scheme improvements) which will be used by the A14 Project team in developing the scheme further.

Consultation

Consultation theme	What you said	Where the issue has been considered in the consultation report
Consultation process	■ Consultation was not far-reaching enough; no public exhibitions were held or offered along the A428 corridor, Godmanchester, Histon and Impington, east Cambridge, Peterborough, Suffolk, East Anglia or at the ports. ■ Consultation on toll charges will be completely ignored, similar to Dartford Crossing. ■ Meetings with farming community should form part of the statutory consultation process. ■ Meeting not arranged at Longstanton PC despite two email requests. ■ The Highways Agency declined an invitation to attend the September 24th meeting of the Suffolk Chamber's Transport and Infrastructure Group. ■ Length of consultation insufficient for PC's to meet, discuss and form a response. ■ Consultation commenced due to legal requirement not to listen to people's views ■ Consultation manipulates and misrepresents public opinion. ■ There is widespread cynicism as to whether this is real consultation or whether the current plans will be pursued irrespective of comments submitted. ■ Consultation is not just publishing proposals and then implementing them, it should involve listening to views and changing proposals based on feedback. ■ This consultation process is not preliminary when there is already a preferred route. ■ That is not a consultation on options, this is a statement of intent. ■ The A14 needs maintaining, polishing it with buzz words makes it sound trivial. Current plans have been watered down and are weak. ■ Take more notice of Powered Two Wheelers than has been the case in any other road improvement scheme! ■ Pleased to have this opportunity to comment. ■ Consultation process not adequate. For consultation to be valid (see court cases that refer to tests of 'Wednesbury reasonableness') consultee's need to be provided with sufficient information to form an informed opinion and to be able to respond on all salient features of the proposals.	We have set out why we have consulted on the scheme at this stage, how we undertook the consultation process and why we undertook the consultation process in the way we did within section 2 of the consultation report. We have set out how we have anlaysed all consultation responses and how we will seek to address the issues raised in section 3 of the consultation report.

Consultation theme	What you said	Where the issue has been considered in the consultation report
Consultation materials	■ Plans on HA website not clear enough ■ Plans in consultation booklet have insufficient detail ■ Tolling policy not clear in consultation brochure ■ The Offords were not taken into account within the consultation material released by the Highways Agency ■ Consultation closing date not stated on two-sided flyers. ■ Offords, Buckden and Hilton omitted from consultation materials. ■ Difficult to find reports and plans on Highways Agency website. ■ No Environmental Impact Assessments available. ■ This consultation fails to offer the consultation document in any other formats e.g. large print, audio, Braille etc and therefore fails the requirements of the 2010 Equalities Act. ■ Consultation materials overstate benefits and do not state any of the negative impacts.	We have set out how we will review the way in which we undertake future consultations and we have set out how we will do this in section 2.
Questionnaire	■ Questionnaire is poorly structured. ■ Survey does not allow comment on Mill Common junction. ■ Questions in survey structured to collect answers that support the case for tolling ■ This has been a really frustrating, poorly-designed survey! ■ Questions are structured in a way that doesn't allow the public to respond as they wish. ■ Survey doesn't allow the public to voice their concerns in an unbiased way. ■ A terrible questionnaire, badly written, lengthy, confusing, and inaccessible to a significant minority of the public who may have access difficulties. ■ The survey was very ambiguous. ■ Too many things linked together in this statement to make it meaningful or useful. ■ It would have been better if the agree/disagree options were available against each of the objectives in a proposal question. ■ Online survey incompatible with Mac users. ■ Nowhere in survey to comment on environmental impact of scheme. ■ Online survey closed a day before the stated closing date. ■ No contents or index on online survey which meant user was unaware of upcoming topics and ended up repeating comments.	

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Tolling

Consultation theme	What you said	Where the issue has been considered in the consultation report
Principle of tolling, affordability and tolling alternatives	■ Contributions from fuel tax and excise duty shouldn't be paying for the scheme ■ It is an unfair burden on local, regional and national businesses including traffic ports in Suffolk and Essex, compared to businesses elsewhere. ■ How would toll revenue support the affordability of the scheme. ■ Revenue from tolls does not justify the economic cost to the region and would not unlock economic growth to the region. ■ What about contributions from non UK users such as foreign HGV's. ■ Consider alternative options such as the Work Place Parking Levy. ■ People who can't afford to live in Cambridge will now be charged twice to commute as well as paying VED. ■ Why is east-west traffic being subject to a toll, but the widened A1 section no tolled? ■ The forecast growth in the area will repay some of the cost in greater revenue to the exchequer, therefore there is not a requirement for tolls to offset the cost of construction. ■ The cost of the toll will not be born fairly be all road users, since some will have no realistic alternative to using the toll road. ■ Would prefer to see a system similar to that used in Switzerland where foreign hauliers pay a fixed annual fee to raise revenue. ■ Rail receives huge subsidy and only benefits a few. ■ Growth in the Cambridge area and the economic benefits of improved transport links will recoup the money invested instead of tolling. ■ The use of tolls would be inconsistent with the approach to other road upgrades. ■ Revenue raised through tolling will be insignificant when collection costs are factored in. ■ Revenue raised through tolling offset by fuel duty price freeze announced by the government. ■ Taxation raised through fuel duty should be used, and VED abolished. ■ Tolling should be separate to scheme decisions. ■ Disagree with toll funding, but would prefer tolls to no road. ■ Tolling should stop when costs recovered, or use the funding for local authority highway projects. ■ Full cost breakdown and analysis required before decision can be made on tolling. ■ Benefits to UK as a whole because of container traffic from Felixstowe justify the cost without tolling. ■ The scheme does not provide fair benefits across the region – Suffolk in particular will be 'taxed' through the toll charge on the main route to the central, western and northern parts of the UK and will not receive any direct benefit. ■ Suffolk is a net contributor to the UK economy and should not be put at risk.	We have set out responses to the questions on tolling in section 4.2. Following the Government secision not to toll the Huntingdon Southern Bypass, we will not be progressing our work on the proposal to introduce a tolling solution and have not responded.

Consultation theme	What you said	Where the issue has been considered in the consultation report
Principle of tolling, affordability and tolling alternatives	■ Scheme affected by political considerations which have distorted the scheme. ■ Seen as a way to introduce more widespread tolling. ■ Cheaper alternatives should be given consideration. ■ Which vehicle types will be required to pay the toll? ■ Trunk roads should not be tolled. ■ Either all motorways and trunk roads should tolled or none at all. ■ The cost of the toll will be recouped in efficiency savings for most users. ■ Experiences in Europe clearly demonstrate that longer-distance traffic is very ready to contribute in this manner. ■ A decision on tolling cannot be made until a full economic assessment of tolling revenue has been published. ■ Tolling should not be used to fund the scheme as road users already contribute through a number of channels such as vehicle excise duty and fuel duty. ■ Why should a toll be imposed on what essentially is just a bypass. ■ Congestion east of Cambridge is not a problem yet those wishing to access Suffolk will have to pay or use an unsuitable alternative route. ■ Prefer to pay for workplace parking rather than driving	We have set out responses to the questions on tolling in section 4.2. Following the Government secision not to toll the Huntingdon Southern Bypass, we will not be progressing our work on the proposal to introduce a tolling solution and have not responded.
Impacts on local roads and appropriateness of un-tolled alternatives	■ Commuters will be tolled off the new route. ■ The A428 between the A1 and Caxton Gibbet will become a bottleneck and is not a suitable alternative. ■ Removing the need for tolls would allow the viaduct to be retained, offering increased benefits. ■ Cost of using toll road will force traffic onto local roads if the price is too high. ■ Toll will impact hauliers heavily as the proposal is to remove the only suitable alternative. Stated alternatives need upgrading to be fit for purpose. ■ The alternative route of the A1123 through St Ives is not a feasible route. ■ Local traffic that wishes to avoid the toll will cut through areas such as Huntingdon, Godmanchester, St Ives and Fenstanton. ■ Toll avoidance is likely to occur at a wider regional/national level, rather than along the proposed alternative routes ■ Restrictions need to be put in place to minimise the impact of any toll avoidance by HGVs. ■ The Huntingdon viaduct is only being removed to force people to use the new toll road, the removal of the Huntingdon viaduct is unacceptable. ■ HGVs will rat run to avoid the toll. ■ Those not wanting to pay the toll will impact on local routes, causing additional delays and reducing safety as a consequence of rat running on local roads. ■ Free route via Huntingdon constitutes a worsened situation NOT an improvement. ■ No untolled alternative for traffic travelling between Cambridge and Peterborough ■ Upgrades to surrounding roads and junctions are required to accommodate traffic and congestion avoiding toll. ■ Charge should be for entry into Cambridge only. ■ Keep existing A14 route as un-tolled alternative	We have set out responses to the questions on tolling in section 4.3. Following the Government secision not to toll the Huntingdon Southern Bypass, we will not be progressing our work on the proposal to introduce a tolling solution and have not responded.

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Consultation theme	What you said	Where the issue has been considered in the consultation report
Tolling model	■ Fees tend to rise faster than inflation, Cost not to rise faster than inflation. ■ Fees for commercial vehicles will add to the cost of goods. ■ Reducing the cost of the toll will encourage commercial traffic to use the road rather than rat run. ■ At the levels of toll proposed, drivers of cars and lorries will enjoy similar savings in terms of fuel and other running costs. ■ Setting a low toll price will still not encourage use of the toll road, as people will avoid a toll road on principle. ■ Charge lorries less than the proposed amount to avoid them finding alternative routes through villages which won't be welcome. ■ Comparing the proposed toll scheme to the low usage of the M6 Toll and queuing at the Dartford Crossing. ■ Tolls should be applied during the congested period of 7am to 7pm. ■ Why is the toll suggested 7 days a week. ■ Consider non-tolled periods to incentivise drivers to use it. ■ Consider a local residents discount scheme similar to that at Dartford. ■ Consider exemptions for local business and local residents, and certain vehicle types such as motorcycles. ■ Tolling charge should per day not per trip. ■ Toll should be removed once scheme has been paid for. ■ Toll revenue once the scheme is paid for should be used for local road improvements. ■ £1.00 to £1.50 may seem acceptable but a monthly bill of £40 is unaffordable. ■ No tolling between 22:00 and 06:00 will encourage HGV use overnight increasing noise pollution and adversely affecting residents of nearby villages. ■ French authorities avoid tolls in built up areas to avoid congestion and provide alternative routes. ■ Regular commercial traffic needs discounted rates to encourage use. ■ Most congestion caused by heavy haulage and lorries overtaking, therefore they should pay the fee whilst cars and motorcycles should go free of charge. ■ To reduce congestion, people should be encouraged to use motorcycles by making them exempt from fees. ■ Fees should only be charged if service levels are met. If the road becomes congested, or lanes closed due to bad weather then charges should be dropped. ■ No tolls should be charged at weekends. ■ Toll free days at Christmas and bank holidays. ■ Tolls should apply to commercial traffic only. ■ No toll booths is good but foreign drivers will avoid paying. ■ Foreign lorries should pay entry fee into country to ensure payment. ■ Too expensive to collect tolls or recover unpaid tolls from foreign drivers. ■ All HGV traffic from Alconbury Airfield estate will have to use the toll road. ■ Tolling should be introduced throughout whole route. ■ HGV are lifeblood of country, toll price should be same for all vehicles. ■ Toll should be 24 hours a day, 7 days a week ■ Toll should be weekdays only. ■ Residents of Local Authorities who are providing a contribution to the scheme should be exempt from the toll charge as they will be paying twice.	We have set out responses to the questions on tolling in section 4.4. Following the Government secision not to toll the Huntingdon Southern Bypass, we will not be progressing our work on the proposal to introduce a tolling solution and have not responded.

Consultation theme	What you said	Where the issue has been considered in the consultation report
Method and operation of tolling	■ Further information on how open road tolling would work. ■ The scheme needs to be compatible with other toll and road charging schemes in the UK. ■ It should be cost effective and simple for the user to understand and pay toll. ■ Personal data needs to be held securely. ■ System must be able to collect tolls from foreign Drivers. ■ Further information about how non UK drivers be enforced against if they do not pay the toll. ■ Tolling area must have sufficient lanes to avoid congestion at peak times. ■ Number plate recognition and other electronic payment collection methods open to abuse. Toll booths prevent this ■ The technology is untested in similar circumstances in the UK. ■ DART tag equivalent needed in order to keep traffic moving, and ensure a cost effective method of obtaining payment. ■ Manual payment methods should be maintained for unexpected journeys, and those without mobile phones or internet. ■ Make it as easy to pay as possible. Internet, text messages, pre-pay (discounted), accounts connected to credit card, monthly invoices or businesses. Maybe even yearly passes. ■ Use of electronic tolling needs to be monitored closely to ensure effectiveness. ■ Should be Peak and Off-peak rates. ■ How will cameras be placed to record all vehicles using any part of that stretch. ■ At least one toll booth needs to be provided	We have set out responses to the questions on tolling in section 4.5. Following the Government secision not to toll the Huntingdon Southern Bypass, we will not be progressing our work on the proposal to introduce a tolling solution and have not responded.

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Scheme development

Consultation theme	What you said	Where the issue has been considered in the consultation report
Need for the scheme	■ Improvements to the A14 are long overdue. ■ The A14 is essential for the success of both the local and national economy. ■ Need to demonstrate link between the scheme and growth to justify scheme. ■ Proposal not necessary and is being built just to introduce tolling. ■ Connectivity within Cambridgeshire was needed but tolling would reduce the benefits of this scheme. ■ Whilst improvement is needed, proposals will not be effective and would not provide a long term solution. ■ Extremely upset by the fact you are re-visiting a scheme that was thrown out 8 years ago. ■ The scheme will not address the themes put forward in the technical report. ■ Moving the A14 closer to Hilton is a significant disadvantage for the village, although the general impact of the project on traffic is to be welcomed. ■ The scheme is needed as it will help to support local developments. ■ The scheme does not provide improvements for both local and national traffic. ■ The scheme is a welcome upgrade for local residents. ■ The scheme will help to improve conditions for longer distance journeys. ■ Road not good value for money as links with other major routes and rail are not good. ■ The scheme will disadvantages residents in East Anglia. ■ The bypass is unnecessary. ■ More motorists will be encouraged to use the new road because of increased capacity. ■ The scheme will not reduce the number of incidents on the road. ■ Scheme will only move congestion to outside of study area. ■ A very limited improvement which will not solve the issue but will place further burdens on business. ■ A road running at the top end of its capacity is a more efficient use of space than a quieter road, therefore there is little rationale behind building a new road. ■ Scheme does not provide a solution to problems, congestion will move to outside of study area and people will avoid tolling. ■ The financial benefits of the scheme for end users, particularly hauliers, need to be presented more clearly to gain greater support for the scheme ■ Traffic from the north will have a longer distance as well as a toll compared to the existing route.	We have considered consultation responses about the need for the scheme in section 5.2.

Consultation theme	What you said	Where the issue has been considered in the consultation report
Unlocking growth	■ Growth shouldn't be at the expense of small businesses who will be disproportionately affected. ■ We shouldn't be supporting large scale developments in Cambridgeshire. ■ Enabling development is most important consideration in the scheme. ■ Growth has been held back by historic lack of investment in road infrastructure. ■ Extra road capacity will make new growth unsustainable – reliance on car. ■ Local authorities should capitalise on potential from new / improved junctions to support new development. ■ A14 is seen as a barrier when hiring workers from the west. ■ Scheme will have negative impacts on growth and employment because of the toll. ■ Growth should not be at the expense of the environment. ■ Proposed scheme will facilitate the growth of businesses. ■ The real economic benefits from the scheme have been understated. ■ Scheme would result in a false economy. ■ The scheme will have limited value to the local area and local economy. ■ Tolling aspect of the scheme will disproportionately impact local businesses. ■ Increase in fuel consumption and journey times would outweigh any benefits from delivering housing developments. ■ Most benefits will be enjoyed by those outside of Cambridgeshire. ■ Can't quantify benefits of 'unlocking growth' and 'connecting people'. ■ The scheme will not assist in UK export market as will impact East Coast Ports. ■ Need to assess the full economic impact of the scheme been tested, including areas outside of Cambridgeshire. ■ Need to assess impact of constraint on growth from tolling. ■ The scheme will only result in short term economic gains. ■ Tolling will affect overall economic benefit of scheme as businesses won't locate where there are additional transport costs. ■ Will negatively impact on the growth of Felixstowe Docks. ■ The A14 improvements are important for the delivery of the Northstowe new town, and in particular for delivery of the development beyond phase 1 (the first of 1500 dwellings).	We have set out how the proposed scheme will facilitate growth along the A14 Corridor and help support growth across the wider Cambrigeshire sub-are and East of England in section 5.2.

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Consultation theme	What you said	Where the issue has been considered in the consultation report
Delivery of the scheme	■ There is limited confidence in ability of Highways Agency to deliver the scheme. ■ The project should start immediately in order to support growth at Felixstowe container port. ■ providing greater certainty on delivery of the scheme will help support the proposed major housing developments and promote economic growth within the area. ■ Need to commit to start the work before the next election.	We have set out our commitment to the scheme and how we will progress the scheme in section 10 of the consultation report.
Development of the scheme and identification of the proposed route	■ CHUMMS did not fully consider northern developments which would support a northern bypass over the proposed route. ■ CHUMMS should be reconsidered given the time that has passed since it was undertaken. ■ Inadequate consideration has been given to wider options. ■ The brown route in CHUMMS should be reconsidered now that the landfill site is closed. ■ The CHUMMS scheme had fewer access points which made rat running less of a risk. ■ The preferred scheme does not consider all information presented at previous studies. ■ Option 3, with a link between Godmanchester and Brampton, is preferred. ■ Option 5, together with the CHUMMS brown route to the west of the A1, is preferred. ■ Proposed scheme does not address the fundamental issues, and people will be paying a toll to sit in the same congestion as before. ■ The level of disruption during construction has not been adequately considered in selecting a preferred option. ■ Information supporting proposals is out of date; no new costings of alternative routes have been considered. ■ Have further options, including more extensive widening, been considered?	We have set out how we identified the proposed route and how this has taken into account other, non-highway related schemes in developing the scheme within section 5.3. Issues relating to additional improvements to the proposed route, how we will consider these further and how we will consult on the preferred scheme in section 5.3 and section 10 of the consultation report. Issues relating to the alignment of the route and detailed design of the scheme are also considered within section 7.

Consultation theme	What you said	Where the issue has been considered in the consultation report
Alternative road improvements	■ The existing A14 should be widened in preference to the building of a new road. ■ A motorway from Newmarket to Ellington is needed. ■ An option for the improvement of the existing A14 should be included. ■ The A1 should be improved over a longer distance. ■ Any enhancements should be aimed at improving safety and traffic flow and avoid any increase in capacity. ■ The A428 between the M11 and the A1 should be dual carriageway throughout. ■ The A14 west of Ellington should be improved. ■ The A428 should be dualled from Caxton to St Neots. ■ A more cost effective solution would comprise of; widening the A14 between Milton and the Girton interchange, dualling the A428 between Caxton Gibbet and the Black Cat roundabout and improving the Girton interchange so that A428 westbound traffic can head south on the A11 and vice versa. ■ A more direct route from the ports to the Midlands should be considered which cross the fens and avoids Cambridge. ■ A through traffic bypass similar to Birmingham should have been considered rather than cutting off Huntingdon. ■ Free-flow movements between A14 and A428 should be improved due to increased traffic avoiding tolls. ■ Could there be an upgrade of the old road running alongside the A14 from Lolworth towards Swavesey Services where residents could access the routes required from that area. ■ Existing roads need to be better maintained and restrictions enforced. ■ The A1 should be widened south of Brampton Hut in preference to a new stretch of road. ■ The A14 should be widened towards Newmarket. ■ The whole length of the A14 should be upgraded to Motorway status and widened to provide 3 lanes in each direction. ■ Upgrade of Spittals and Girton interchanges would eliminate the need for the new road. ■ Consideration should be given to a dedicated three lane route from Brampton to Burwell with associated service route for local traffic. ■ Consideration should be given to the widening of the A1303. ■ Dual A428 between St Neots and Caxton. ■ Proposal for a scheme via A428 minimises disruption to local villages. ■ Consider online widening between Girton and Alconbury instead. ■ Widening of Cambridge Northern Bypass too close to housing. Need to consider a southern Bypass of Cambridge. ■ Improve existing major junctions – where possible allow road merging rather than traffic lights / roundabouts. ■ A re-design of Brampton Hut and Spittals would solve the majority of congestion problems. ■ The proposed scheme design misses an opportunity to provide effective connections to the ports. ■ A widened existing road coupled with improvements to the Spittals and Girton junctions would have a much less negative environmental impact than building Huntingdon Southern Bypass through virgin countryside. ■ An alternative route to the north from Newmarket to Fenstanton should be considered. ■ Improve existing A14 instead of building new Huntingdon Southern Bypass and destroying countryside.	We have set out how the proposed scheme has been chosen, taking into account the range of studies and assessments which have been undertaken within section 5. We have considered the alternatives suggested in response to the consultation in section 9.4.

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Consultation theme	What you said	Where the issue has been considered in the consultation report
Non-road alternatives	■ Money should be spent on improvements to public transport, not road construction. ■ Alternatives to road building should be considered. ■ Focus should be placed on speed control, not new road construction. ■ More should be done to take container traffic off the road. ■ The focus should be on alternative forms of transport, not increasing road capacity. ■ Through traffic should be re-routed away from the area and A14, removing the need for the scheme. ■ Public transport into Cambridge from surrounding villages should be improved. ■ Guided Bus should be made cheaper with dedicated track connection to train station. ■ Object of safety would be much better addressed by encouraging other forms of transport such as rail. ■ Further investigation into reducing baseline traffic levels should be considered before construction of additional capacity. ■ A different methodology for providing transport in the future should be considered, rather than just building more roads. ■ Investment in rail infrastructure is more important to improve transport in the area. ■ Freight traffic should be moved to the rail network and money would be better spent on improving the rail network for container transport from Felixstowe.	We have set out how we identified the proposed route and how this has taken into account other, non-highway related schemes in developing the scheme within section 5.9 and section 5.4.

Scheme costs and funding

Consultation theme	What you said	Where the issue has been considered in the consultation report
Scheme costs	■ Detailed cost estimates are required for each option and for each element of the proposed scheme. ■ How does tolling support the scheme cost? ■ The scheme is expensive for what it provides. ■ De-trunking part of the A14 will add additional financial burden to the local authorities since they will then have to maintain it. ■ Why is the scheme cost more than the previously cancelled scheme? ■ Why is the scheme cost so high? ■ Has the cost of the emerging PinchPoint scheme been included in the values quoted? ■ The scheme is expensive for what it provides. ■ Cost of scheme is too high and better spent on other government projects. ■ Cost disproportionate to other local road improvements. ■ What is the payback period for the scheme? ■ Money would be better spent on improving rail-freight links to channel tunnel. ■ Given the financial constraints of the project, the scheme delivers benefits to meet its objectives. ■ Investment is proportionate in terms of benefits to the wider population.	How we will assessed costing; we will review these as we continue to progress the scheme is set out in section 6.2.
Funding	■ Cost and funding of maintaining additional de-trunked A14. ■ The budget for overseas aid could be reduced to meet costs. ■ Investigate EU funding to help reduce the cost to the UK government and taxpayer. ■ Should be subsidised like HS2. ■ Given the contribution from Local Authorities, their interests need to be reviewed and accommodated. ■ Should not be funded by tolling, but by central government as it is a major UK road. ■ Any new building development in the A14 area should pay a development fee towards the road rather than more charges for motorists who are using the A14. ■ Scheme should be funded via VED. ■ Funds from HS2 would be better spent improving the existing road/rail network. ■ Use of CIL or New Homes Bonus to fund improvements. ■ Long distance traffic should not fund local road improvements. ■ The scheme delivers a level of benefit to the country which means that the scheme should be fully government funded. ■ How can the government justify significantly larger expenditure on HS2, yet require tolling to make this cheaper scheme affordable? ■ The scheme does not have the required level of financial support from Treasury for such an important piece of infrastructure. ■ Local authorities should not be required to contribute to such a nationally important scheme. ■ The East is viewed as a net contributor to the exchequer, and revenue raised locally should be spent locally. ■ It is clear that a scheme is required, so ensure that these funds cannot be withdrawn following any future change in government. ■ Increased fuel duty could provide additional funds for a number of schemes. ■ There needs to be further justification for national funding allocations between schemes to ensure there is fairness and equity nationally. ■ Local road users should not be forced to pay for a national piece of infrastructure. ■ The scheme should be funded through DBFO procurement like the A1(M) from Alconbury to Peterborough. ■ Ensure that the funds set aside by government are sufficient to complete the scheme to a high standard – we do not want to see any corner cutting that leads to work having to be upgraded in a short space of time. ■ Private funding options should be investigated. ■ The population of England that will directly benefit from the scheme is around 10 per cent, therefore making the portion of Highways Agency budget set aside for this scheme proportional, not disproportionately large.	We have considered responses relating to the funding of the scheme and set out our response in section 6.3.

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Route alignment, design and engineering

Consultation theme	What you said	Where the issue has been considered in the consultation report
Removal of the Huntingdon viaduct	■ Demolition of the Huntingdon viaduct does not improve the road network. ■ Viaduct removal will increase congestion/journey times through Huntingdon. ■ Removal of A14 viaduct will force traffic to take alternative local routes. ■ The Huntingdon Viaduct needs to be removed to avoid 'rat-running'. ■ Viaduct removal will force people to use toll road. ■ Viaduct should be replaced with a wider modern one. ■ Retain viaduct with single carriageway and ban on HGV's or have vehicle emission restrictions. ■ The diversion of the viaduct will obliterate the station upper level car park, more capacity will need to be found before works commence. ■ Huntingdon viaduct a BIG YES to removing this dangerous blight on the landscape and stranglehold on Huntingdon's economy. ■ Removal of Viaduct will improve noise and air pollution for Huntingdon residents. ■ The scheme will have a negative environmental impact on Mill Common - question the need for such a substantial bridge to be retained at Mill Common (over it). ■ Limited access for HGVs in Huntingdon and removal of the viaduct leaves no way HGVs to cross the river in Huntingdon as the town bridge has a weight limit. ■ Impact on agricultural operations – alternate lengthy routes for slow moving farm traffic, due to the removal of the Viaduct is unacceptable, time is extremely precious during the harvest season. ■ Need to build the new road and keep the A14 through Huntingdon. ■ Retain existing A14 for northern A1 traffic. ■ The viaduct is a maintenance burden and should be removed. ■ The Brampton Road bridge and existing A14 to the west of Huntingdon should be for authorised vehicles only. ■ The viaduct should be retained as a local road.	Issues relating to the removal of the A14 viaduct have been considered in section 7.2. We have set out how we will undertake further design work and consult on this as part of the DCO process is set out in section 7 and section 10 of the consultation report.

Consultation theme	What you said	Where the issue has been considered in the consultation report
Local access	■ Details of access to Lolworth are not clear. ■ Details of access to Tesco (Bar Hill) are not clear. ■ The scheme provides an opportunity to reclassify the road number of the A14 spur for clarity. ■ The new Huntingdon station approach layout will cause congestion and make the car park more dangerous. ■ Local access road will help people get to crematorium by bus. ■ There needs to be a bridge crossing the A14 to a local access road in Lolworth. ■ Maintaining a link road between Oakington and Dry Drayton is a must. ■ The Avenue should be linked to the local access road or east via M11. ■ Property and field accesses needed on local access roads. ■ The local access road runs too close to the Crematorium. ■ Keep local road close to boundary of A14 to reduce agricultural land take. ■ Proposed S2 local route between Huntingdon and Cambridge will be insufficient to deal with volumes of commuter traffic and traffic from new Northstowe development. ■ Local access road will improve access to villages and give locals an alternative to the A14. ■ Local access road will improve conditions for motorcycle and moped users. ■ Improving public transport links needs to be considered when designing local access road. ■ Proposed roundabout at A1307/LAR/A14 northbound junction not sufficient for peak traffic volumes. ■ Access to P&R should be improved. ■ Details of Hinchingbrooke Park road access are not clear. ■ Local access road needs to be dualled between Girton and Swavesey. ■ Access to Townlands Trust Field needs to be maintained. ■ Details of Oakington access to A14 are not clear. ■ Access for properties fronting existing A14 needs to be maintained. ■ Details of freight/HGV delivery routes into surrounding villages are not clear. ■ Can a provision be made for access between the Business park and Services. ■ Any new road should be on the Oakington side of the existing A14 where a new village is proposed. ■ The local access road should be dual carriageway. ■ Provision for future widening of local access road should be made for alleviation of congestion in the long term. ■ The C193 is unsuitable to use as part of a strategic highway network, therefore an alternative through traffic route from A14 and A428 must be considered ■ Controlled Lolworth access road will be needed. People may use the local road if the A14 is jammed, therefore turning right out of Lolworth would be impossible. ■ The Lolworth bridge would be better if it followed the existing road & not meet up with Hill Farm Lane. ■ The new local road network in Huntingdon will help to improve connectivity. ■ A14 access at Dry Drayton should be retained. ■ Local access roads are not needed if A14 is widened. ■ The scheme will reduce access to Oakington and Dry Drayton. ■ The feeder route between Swavesey and Fen Drayton needs to take into account a proposed truck stop complex on the Trinity Foot site. ■ Element 2 alone would provide significant relief along the A14 corridor. ■ There is no need for the local access road. ■ Buckden A1 roundabout and the problems of access from the village will only be exacerbated by these plans. ■ Could there be an upgrade of the old road running alongside the A14 from Lolworth towards Swavesey Services where residents could access the routes required from that area?	Issues relating to the impact on local access have been considered in section 7.3. We have set out how we will undertake further design work and consult on this as part of the DCO process is set out in section 7 and section 10 of the consultation report.

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Consultation theme	What you said	Where the issue has been considered in the consultation report
Junctions	■ Better access at Histon junction is needed. ■ A1198 junction should be full access all movements. ■ An exit needs to be provided for local traffic on to the existing A14 at Godmanchester but to exclude HGV's before a toll is imposed or an alternative cheap toll arrangement is provided for local drivers. ■ East facing slips should be provided at Godmanchester junction as an alternative option to access Huntingdon. ■ Closure of Dry Drayton junction will lead to more congestion and rat running. ■ Ellington junction field access on north roundabout - dwell area needs increasing. ■ Closure of Dry Drayton and Oakington junctions will lead to congestion and penalise local users. ■ Longer travelling distances due to junction closures will lead to increased congestion and pollution. ■ Swavesey junction will encourage congestion through local villages. ■ Histon and Milton junctions should be considered to improve safety. ■ No details of proposals to Spittals/Brampton Hut and link once de-trunked. ■ Bar Hill only accessible from/to A14 is not acceptable. ■ There should not be a junction between the A14 and the A1198. ■ Links to major routes are inadequate. ■ Consideration should also be given to designing junctions to accommodate traffic from the proposed Waterbeach new town. ■ Details of access/egress from Northstowe needed. ■ Insufficient to reduce congestion at proposed Milton roundabout. ■ Widen and dedicate one lane at Milton for park and ride service. ■ A longer exit slip eastbound at Milton is the only desirable improvement. ■ Concerns over safety of road users relating to junction design/congestion at proposed Milton roundabout and Histon junction. ■ Proposed Milton roundabout insufficient. ■ Scheme needs flyover for A10. ■ More free flow links at Cambridge Northern Bypass roundabouts i.e. dedicated lanes to avoid queuing at roundabouts. ■ Widening the Milton junction to three lanes is unlikely to improve congestion as it is the volume of traffic on the Milton Road heading into Cambridge which causes issues. A similar problem exists at the Histon junction but there is the impact of traffic gaining access to the CSP (Science Park) at Milton. ■ The improvements at the Milton roundabout are essential to prevent tailbacks onto the trunk road. ■ Insufficient capacity at Cambridge Northern Bypass junctions will continue to cause congestion. ■ This will hopefully alleviate what are terribly over stretched Cambridge Northern Bypass junctions at peak times. ■ The Brampton interchange needs to look at making A1 to A14 movements the mainline (replicating Girton's N-S route mainline), and options thereof. ■ The design of the Girton Interchange may need to be reviewed should the A428 become a dual carriageway from the M11 to the A1.	Issues relating to proposed junctions have been considered in section 7.4. We have set out how we will undertake further design work and consult on this as part of the DCO process is set out in section 7 and section 10 of the consultation report. Congestion issues and how these have been taken into account in developing the scheme have been considered further in section 1.8.

Consultation theme	What you said	Where the issue has been considered in the consultation report
Junctions	■ The cloverleaf design of Brampton Interchange has a higher risk of accidents when compared with the current free flowing layout at Alconbury. The slip roads should be two-lane to provide sufficient capacity. ■ A free flow link between the new A14 westbound and A1 south should be included at Brampton. ■ Brampton Interchange movement between Huntingdon Southern Bypass westbound and A1 NB; radii very tight which could cause HGVs to overturn. ■ Girton improvements will not reduce A14 eastbound tailbacks. ■ Length of merge/diverges need to be increased at Girton. ■ Girton Interchange should be full multi-level grade separated interchange providing all movements free-flow for A14, M11 and A428 and an interchange for all movements between major routes and local routes. ■ Perhaps worth retaining the A14 u-turn slip road in order to allow S/E-bound access to the Local Access Road, mirroring the N/W-bound access at the roundabout. ■ The junction should be split, with the A14 / M11 as one junction, and the A14 / A428 as a separate junction to the west. ■ A14, M11 and A1307 northbound merges look too closely spaced, as is presently, which causes congestion. ■ A14 east link at Girton will not prove sufficient free flow capacity to prevent backing up and further congestion. ■ Tight radii of interchange slip roads will cause congestion and accidents. ■ A428 eastbound and M11 link essential. ■ The unsatisfactory “offside diverge/offside merge” arrangement appears to remain eastbound at the A1307 and A428 junctions. ■ Girton Interchange: Provide segregation of A14/M11 and A428 traffic from Histon on the westbound A14. ■ Impacts on Girton College need to be considered in re-design of interchange. ■ There needs to be A1307 to A14 eastbound movement at Girton. ■ There should be access to/from Girton at interchange. ■ Provide A428 to M11 movements to cut congestion on the A1303. ■ A14 eastbound to A1307 at Girton should be made bus only. ■ Provide an all movements junction at M11 J13. ■ Girton eastbound: Minor A428 still has priority over major A14. ■ Girton: HGV’s will continue to overturn on remaining loop. ■ Please consider that parts of interchange will be used by cyclists. ■ Girton should be configured to allow easy diversion of traffic along A428 westbound in case of emergency or roadworks. ■ Separation of A14 and M11/A1307 traffic needed from Bar Hill to stop queue jumpers. ■ Nothing has been done to improve capacity of A1307 into Cambridge after Girton. ■ Speed limit should be enforced on Girton Interchange to help different types of traffic merge safely.	Issues relating to proposed junctions have been considered in section 7.4. We have set out how we will undertake further design work and consult on this as part of the DCO process is set out in section 7 and section 10 of the consultation report. Congestion issues and how these have been taken into account in developing the scheme have been considered further in section 8.

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Consultation theme	What you said	Where the issue has been considered in the consultation report
Major interchanges	■ The Brampton interchange needs to look at making A1 to A14 movements the mainline (replicating Girton's N-S route mainline), and options thereof. ■ The design of the Girton Interchange may need to be reviewed should the A428 become a dual carriageway from the M11 to the A1. ■ The cloverleaf design of Brampton Interchange has a higher risk of accidents when compared with the current free flowing layout at Alconbury. The slip roads should be two-lane to provide sufficient capacity. ■ A free flow link between the new A14 westbound and A1 south should be included at Brampton. ■ Brampton Interchange movement between Huntingdon Southern Bypass westbound and A1 NB; radii very tight which could cause HGVs to overturn. ■ Girton improvements will not reduce A14 eastbound tailbacks. ■ Length of merge/diverges need to be increased at Girton. ■ Girton Interchange should be full multi-level grade separated interchange providing all movements free-flow for A14, M11 and A428 and an interchange for all movements between major routes and local routes. ■ Perhaps worth retaining the A14 u-turn slip road in order to allow S/E-bound access to the Local Access Road, mirroring the N/W-bound access at the roundabout. ■ The junction should be split, with the A14 / M11 as one junction, and the A14 / A428 as a separate junction to the west. ■ A14, M11 and A1307 northbound merges look too closely spaced, as is presently, which causes congestion. ■ A14 east link at Girton will not prove sufficient free flow capacity to prevent backing up and further congestion. ■ Tight radii of interchange slip roads will cause congestion and accidents. ■ A428 eastbound and M11 link essential. ■ The unsatisfactory "offside diverge/offside merge" arrangement appears to remain eastbound at the A1307 and A428 junctions. ■ Girton Interchange: Provide segregation of A14/M11 and A428 traffic from Histon on the westbound A14 ■ Impacts on Girton College need to be considered in re-design of interchange. ■ There needs to be A1307 to A14 eastbound movement at Girton. ■ There should be access to/from Girton at interchange. ■ Provide A428 to M11 movements to cut congestion on the A1303. ■ A14 eastbound to A1307 at Girton should be made bus only. ■ Provide an all movements junction at M11 J13. ■ Girton eastbound: Minor A428 still has priority over major A14. ■ Girton: HGV's will continue to overturn on remaining loop. ■ Please consider that parts of interchange will be used by cyclists. ■ Girton should be configured to allow easy diversion of traffic along A428 westbound in case of emergency or roadworks. ■ Separation of A14 and M11/A1307 traffic needed from Bar Hill to stop queue jumpers. ■ Nothing has been done to improve capacity of A1307 into Cambridge after Girton. ■ Speed limit should be enforced on Girton Interchange to help different types of traffic merge safely.	Issues relating to proposed junctions have been considered in section 7.5. We have set out how we will undertake further design work and consult on this as part of the DCO process is set out in section 7 and section 10 of the consultation report.

Consultation theme	What you said	Where the issue has been considered in the consultation report
Standard of road	■ The whole route should be built to motorway standards, with hard shoulders and MS4 variable message signs. The business need of the A14 corridor necessitates the capacity and safety specifications that only a motorway standard route can provide. ■ The road needs to be 3 lanes all the way through. It is too small now, so why perpetuate a current issue. ■ All-purpose Huntingdon Southern Bypass unnecessary. There is no need for cyclists, animals or pedestrians on the new build. ■ Proposed solution provides insufficient capacity. ■ Build the Huntingdon Southern Bypass as D2AP west of the A1198 and introduce more stringent capacity reduction measure on the existing A14. ■ The bypass should be 2 lanes, not 3. ■ Is D4 really needed from Bar Hill to Girton. ■ Roundabouts are bottlenecks, avoid use on LAR. ■ Upgrade A14 to a motorway similar to A1(M). ■ Girton to Milton should be D4AP. ■ What will the quality/standard of the access track be? ■ The scheme design overall is not adequate to address congestion issues. ■ Adequate provision needs to be made for lorry parks. Sanitary issues regarding fly tipping are already an issue locally. ■ The scheme should provide further 'future proofing' capacity. ■ Scheme should be built to motorway standard.	Issues relating to the standard of the road have been considered in section 7.6. We have set out how we will undertake further design work and consult on this as part of the DCO process is set out in section 7 and section 10 of the consultation report.
Safety	■ Driver behaviour and HGV's the main cause of accidents. Increased testing throughout lifetime would improve standards. ■ Safety issues around Buckden, Little Paxton and Offord have not been addressed. ■ Toll avoidance will increase congestion on local roads therefore increasing the chance of accidents/incidents around level crossings, schools and village centres. ■ Visibility at Buckden roundabout is a concern due to high speed traffic. ■ Traffic calming measures should be introduced throughout all villages close to new road for drivers avoiding toll road or congestion. ■ Removal of local access points and laybys. ■ Hard shoulders need to be introduced. ■ Use of 'safety' or 'pacer' vehicles, as seen in Formula 1 racing, during peak periods and after accidents. Highly visible vehicles with 'no overtaking' signs could pace convoys between Spittals and Bar Hill roundabouts on a continuous loop at say 15 minute intervals. ■ Restrict freight/HGV's to inside lane. ■ Layby's should be for emergency use only. ■ Retain/introduce the current average speed cameras. ■ Put a Truck Stop in place west of Huntingdon to replace the one at Alconbury that was recently closed. ■ Weight limits on roads through nearby villages need to considered to stop re-routing of HGVs. ■ Install 50mph speed limit. ■ For affected villages (in particular those between A14 and A428 including Elsworth, Boxworth) adequate traffic and speed control measures to be installed as parishes do not have the funds to do this themselves.	Issues relating to safety have been considered in section 7.7. We have set out how we will undertake further design work and consult on this as part of the DCO process is set out in section 7 and section 10 of the consultation report.

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Consultation theme	What you said	Where the issue has been considered in the consultation report
Cambridge Northern Bypass	■ Proposed improvements are insufficient to reduce existing congestion. ■ Four lanes would be better particularly given planned local growth. ■ This will simply relocate congestion and create a new bottleneck. ■ Insufficient to reduce the congestion. Suggest increase A14 to 4 lanes or re-route north of Histon. ■ Locals around Cambridge will benefit from this part fo the scheme whilst not paying tolls. ■ Junction spacing too dense between Girton and Quy, also suggest including local feeder/distribution roads. ■ D3 needs to be maintained through junctions. ■ Many journeys in this area are short and would be better catered for by improved public transport and cycleways. ■ Scheme will help ease congestion in the short term. ■ Three lanes will be insufficient, suggestions that increasing to 4 lanes would be better. ■ Insufficient to reduce congestion at Milton and needs to consider proposed local developments on North Newmarket Road and developments in Cherry Hinton, Teversham and Fulbourn. ■ Insufficient to reduce congestion and need low noise road surface, reduced speed limit and restrict HGVs from overtaking. ■ Junction improvements alone would improve traffic flow. ■ Scheme will help ease congestion. ■ The larger road will be intimidating for slower users, such as mopeds/small motorcycles. ■ There is no obvious alternative for some journeys. ■ Suggest single lane connection roads between Milton & Histon this would help traffic flow in the rush hours. ■ Improvements will simply encourage people to use their cars if it is successful, negating all the efforts to get people to use the £200 million pound guided bus system. ■ Don't know where you will find the space, sliproads into the science park may help congestion on milton road too. ■ This is low priority. Once the A14 east-to-west junction is improved at Girton there should be little congestion. ■ A clear benefit around a very busy part of the road system, and science park economic centre. ■ It is not necessary to widen the A14 from J32 Histon to J33 Milton. ■ Only improvement of the Girton Interchange will bring benefits. ■ Element three (Girton junction) seems to suffer from a similar problem created at the new junction for Rougham near Bury St Edmunds,with a very short access slip road for north bound traffic from Cambridge using the a1307, made worse by the location of the proposed roundabout	Issues relating to the proposed improvements to Cambridge Southern Bypass have been considered in section 7.8. We have set out how we will undertake further design work and consult on this as part of the DCO process is set out in section 7 and section 10 of the consultation report.

Consultation theme	What you said	Where the issue has been considered in the consultation report
Alignment of the new southern bypass	■ There is a limit to how much better the Huntingdon Southern Bypass will be compared to how the road is now, ie at reducing congestion. ■ Bypass has limited ability to meet objectives. ■ Parallel running of the A14 and A1 is a wasteful use of countryside. ■ Advance warning of tolling will need to be given to eastbound traffic which also indicates alternative routes. ■ Proposed Bypass alignment does not allow for an A1 Buckden bypass. ■ Lots of implications for Brampton with traffic, air pollution from the close proximity of the bypass. ■ The new road will provide a longer and more costly journey than the current route provides. ■ The bypass visually intrudes into the Ouse Valley. ■ Agricultural land should produce much needed food not toll roads. ■ Huntingdon Southern Bypass will have a substantial impact on land holdings and farm operations to the south west of Brampton Hut. ■ Only part of Huntingdonshire to benefit from the Bypass is the town Huntingdon itself, the rest of area will be blighted by noise and pollution. ■ Alternative routes should be investigated more thoroughly. ■ Access to the toll road from Brampton is essential. ■ A northern route for the bypass should be considered. ■ Alternative routes have previously been put forward for the Brampton area and these should be considered. ■ A new bypass would be better further away from Huntingdon. ■ Any Huntingdon Southern bypass should start as close as possible to the viaduct and be a D2AP solely from the A14 East of the viaduct to the A14 just West of the A1. ■ Any new route should run as close to the current/historic route as possible minimising external impact on currently unaffected homes and villages until it meets Godmanchester. ■ The new road should run alongside the existing A14, with a weight restriction on the existing road. ■ The road should be moved to the north of Hilton. ■ The proposed route is a reasonable solution if it can be enhanced with local easing around Buckden, Stirtloe, Southoe and Diddington. ■ Alternatives should be considered that avoid having to construct a raised section of road to avoid future maintenance issues. ■ There has not been enough consideration to a route north of Huntingdon. ■ Bypass should rejoin A14 at J25 to reduce cost of duplication.	We have set out how we have identified the proposed route for the Huntingdon Southern Bypass and considered issues relating to this in section 7.9.. We have set out how we will assess and seek to mitigate any environmental impacts and the impacts on affected land owners in section 9 and section 10.

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Consultation theme	What you said	Where the issue has been considered in the consultation report
A1 widening	■ Widening the A1 between Alconbury and Brampton seems inefficient. Better use could be made of the existing A14 spur from Alcobury to provide for this traffic. ■ A1 widening is huge improvement over past proposals. ■ A1 Widening: Thought needs to be given to changes that will re-direct HGV's delivering to businesses. ■ A1 doesn't need to be widened if existing A14 is not de-trunked. ■ Parallel running of the A14 and A1 is a wasteful use of countryside. ■ A1 widening should be four lanes as is currently north of Alconbury. ■ If motorists do not use Huntingdon Southern Bypass due to toll then A1 widening won't be necessary.	Issues relating to the widening of the A1 have been considered within section 7.10. We have set out how we will undertake further design work and consult on this as part of the DCO process is set out in section 7 and section 10 of the consultation report.

Capacity and congestion

Consultation theme	What you said	Where the issue has been considered in the consultation report
Traffic model	■ The scheme needs to consider traffic from the A414. ■ National traffic growth will take up new capacity that is provided by this scheme. ■ Improvements to the rail network and the related freight reduction have not been considered. ■ Not enough detail provided of how lane crossing traffic to/from the slip roads along Cambridge Northern Bypass has been modelled and predicted. ■ It is not clear what future developments have been taken into account in the model. As a minimum, consideration needs to be given to any future development at: – Northstowe – Bourn – Cambourne – St Neots – Alconbury – Brampton – RAF Wyton – Great Haddon – Bearscroft Farm – Waterbeach – Stansted Airport – London Gateway ■ Improvements of the A14 may lead to a shift of use away from public transport. ■ More information required on how the model works. ■ Why are the forecast traffic flows distributed as they are? ■ There is little evidence to support the model predictions for the traffic response to a toll in the UK. ■ What is the methodology behind the traffic forecasts?.	We have set out how we have undertaken the traffic modelling for the scheme and how we will continue to ensure the model remains fit for purpose as we continue to develop the scheme section 8.2.
Existing congestion	■ Traffic currently queues on the A14 approaching Girton and will continue to do so. ■ Some said that the A1(M) is congested, while others perceive it to be free flowing. ■ The scheme proposals will not provide relief to the A1 in areas such as Buckden and the Black Cat roundabout. ■ Congestion between Fenstanton and Cambridge will not be improved. ■ Some said that the scheme will provide better access to Cambridge, while others stated that the believed that the scheme does not tackle the congestion issues nearer to Cambridge. ■ The scheme does not address the problem of the Buckden roundabout. ■ Options fail to address traffic flow congestion on A1 south of Brampton or impact on residents of Buckden.	We have set out how the scheme will help to address existing congestion is set out within section 8.3. How we will continue to assess the impact of the scheme on the road network is set out within section 8.2 and section 8.3.

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Consultation theme	What you said	Where the issue has been considered in the consultation report
Future congestion	■ The design of the Brampton Road/Hinchingbrooke Park Road area will cause additional congestion. ■ New developments 'unlocked' by the proposed scheme would result in increased traffic and congestion. ■ There is concern for Swavesy junction becoming a bottleneck. ■ Scheme will create a negative legacy that the village of Brampton will have to bear for many years. ■ Swavesey to Bar Hill will still be a pinch point. ■ The Bypass and widening are an excellent solution for all but the local roads which will become congested. ■ Traffic generated by future developments will take up any new capacity that this scheme provides. ■ The A428, where single lane, and the A1 will not be able to accommodate the increase in traffic. ■ Increased congestion could have an adverse affect on business units in the surrounding areas. ■ New roads will generate more traffic. ■ The design of the scheme will increase traffic levels through Hilton. ■ The scheme will push the problem to a different section of the A14. ■ People will rat run on to minor roads due to the scheme design. ■ Thrapston Road is likely to see increased traffic levels. ■ The scheme will not support the needs of future HGV traffic. ■ The scheme will not improve 'my' daily journey. ■ Forcing people to use certain routes will not relieve congestion. ■ The creation of new roads will simply generate more traffic ■ There will be a need to make further upgrades to the road in the future as traffic levels continue to grow. ■ Those avoiding the toll will add to increased congestion in St Ives from continued development. ■ The residents of St Ives will only benefit from ~20 seconds. ■ Effects on the St Neots area need to be considered more.	We have set out how the scheme has assessed future congestion within section 8.4. How we will continue to assess the impact of the scheme on the road network is set out within section 8.2 and 8.4.

Environment and community matters

Consultation theme	What you said	Where the issue has been considered in the consultation report
Assessing the effects	■ Will the residents of the surrounding areas be compensated for the disruptions incurred over the years the roads are being constructed? ■ Environmental Statements should be made available at the earliest opportunity to avoid inefficiency in developing proposals which will not be viable due to their environmental impacts. ■ Engineers should consider the imposition of a 50mph limit near villages; a 50mph limit would reduce environmental impact. ■ The new route will cause unacceptable levels of noise, light and air pollution to residents within villages of Hilton, Conington, Boxworth, Knapwell and Elsworth. ■ Continuous work is needed with councils on local environmental issues such as noise, lighting, air quality, ecology, heritage, and landscape impact as the scheme progresses. ■ There is a need for full open and public ongoing post-completion road environmental and traffic evaluations to be completed, including the A428. ■ New alignment will reduce the environmental impact on Fenstanton. ■ Proposed scheme might reduce congestion but will have more negative environmental impacts. ■ Consistency with Government and EU guidelines. ■ Design of scheme needs to anticipate changes to regulations. ■ Need for people to understand acceptable environmental limits and assessment prior to finalisation of the scheme. ■ Need for assurances about the scale of environmental impacts. ■ Assessment methodology to be agreed with local authorities.	How we will assess environmental impacts (during both the construction and operation of the scheme), identify necessary mitigation and consult on these as part of developing the scheme has been set out within section 9.2 and section 10 of the consultation report.
Air quality	■ Bypass and A1 widening will increase air pollution which will affect young children and elderly in Brampton. ■ Requests for SCDC to continue joint working on reducing air pollution. ■ The proposals would not be in accordance with the Air Quality Directive should they worsen air pollution in an area already not complying with the legal limits for air pollutants, nor if they brought an area currently complying into a position of non-compliance. ■ Increased congestion in Huntingdon and surrounding villages will more than make up for the emissions saved by the new bypass. ■ Air quality will deteriorate as a result of additional lanes of traffic and toll avoidance. ■ Need for scheme to reduce air pollution and for future monitoring and evaluation. ■ Toll charges will encourage use of secondary routes increasing CO2 which government has given an undertaking to reduce. ■ Impacts on AQMAs. ■ Please reconsider before you ruin the health of the Brampton residents especially children and older residents with breathing problems. ■ Air and noise pollution will move from the north of Brampton to the west. ■ Pollution levels are already dangerously high at Bar Hill. ■ Non-compliance with EU Air Quality Directive. ■ Villages close to new road will be subject to high levels of air pollution. ■ The air quality will be improved by East-West traffic using new A14. ■ Air pollution causes 29,000 early deaths a year in the UK – more than obesity and alcohol combined. Consider the effect on locals, especially children ■ The air pollution caused will damage the health of residents and wildlife alike. ■ Air Pollution – grave concern is held on the existing and future levels of P2.5 as well as P10 particulates in Histon and Impington. Areas of the village lie within an air quality monitoring zone.	

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Consultation theme	What you said	Where the issue has been considered in the consultation report
Ecology	■ The proposed route will have a detrimental impact on the countryside fuelling further development and eroding tranquillity. ■ In terms of legacy we are concerned at the impact of the scheme on the landscape, environment and bio-diversity as the proposed route cuts across open unspoilt countryside and the Great Ouse valley. ■ There will be an unnecessary loss of valuable farm land. ■ Potential for impact on Brampton Wood and Portholme Meadow SAC. ■ Need for post completion evaluations to assess impact on biodiversity. ■ Request for SCDC to continued working on ecological issues. ■ Welcome the environmental assessment and mitigation scheme proposals to try to minimise the impact on wildlife, particularly at Brampton Wood SSSI.	How we will assess environmental impacts (during both the construction and operation of the scheme), identify necessary mitigation and consult on these as part of developing the scheme has been set out within section 9.2 and section 10 of the consultation report.
Flood risk and hydrology	■ Flood plain near Hilton is questionable. ■ Please consider the control of water discharge into West Brook to avoid adding to current flooding situation on properties adjacent to Hilton Road towards the existing A14. ■ This is an area prone to flooding relieved by natural flood plains. Taking area away from the natural flood plains will increase the likelihood of flooding of property. ■ Elevation north of Hilton not required, design is based on incorrect Environment Agency maps. ■ Consider impact on flooding and drainage, reduce risks elsewhere where practicable, and fully address maintenance of infrastructure. This includes working with Council Drainage Managers in relation to Award Drains ■ Design the scheme to aid future maintenance, in particular edge of road drainage should utilise an open 'v' gully (similar to that used on the A428). ■ Maintaining the land as viable farmland will be dependent on the safe guarding of a stable water table, future access to severed land and the size and shape of field parcels resulting. ■ New road will impact negatively on the natural land drainage, inevitably causing some areas to become wetter and others to become drier, an imbalance which will be difficult to remedy artificially. ■ Local residents fear that the blocking and channelling of a flooded River Ouse could lead to local flooding. An increase of only a few inches on current high water levels would increase the risk of flooding of Mill Road and the low lying properties in the area including the marina and the residential park homes site.	

Consultation theme	What you said	Where the issue has been considered in the consultation report
Heritage	■ Impact of new bypass on historic villages.	How we will assess environmental impacts (during both the construction and operation of the scheme), identify necessary mitigation and consult on these as part of developing the scheme has been set out within section 9.2 and section 10 of the consultation report.
Landscape character and visual amenity	■ Landscaping to recover views, with removal of the embanked section of the existing A14. ■ There is concern about the impact on the visual amenity in areas such as Brampton Wood and Portholme Meadow (SAC). There will be a need for a high level of mitigation and landscaping. ■ Road does not need to be raised near Hilton, will have significant visual impact. ■ The A1198 crossing will have negative impact on visual amenity of local environment. ■ Concerns over the loss of open space within Huntingdon and the visual impact on Mill Common and Views Common. ■ Spectacular view over Great Ouse valley from Offord Hill will be ruined. This is too high price to pay for improved journey times. ■ As a contribution to providing direct line-of-sight protection for our villages, we request that suitable physical barriers are provided and ultimately large vegetation to provide cover and absorb pollutants through our villages. ■ Construct entire route in cuttings. ■ Cambridge is flat and has few trees. As a result this road will have a huge visual impact particularly at junctions which will tower above the local landscape. ■ Locals probably wouldn't use the toll road, but would have to put up with the eyesore scar across our beautiful countryside. ■ Massive detrimental impact to the villages of Offord/ Hilton minimal benefit to anyone. ■ Page 15 of the technical review of options; "to provide road users with an attractive view across the surrounding farmland as they pass through the area." If the visual pollution (and to some extent the noise pollution) of the road can be reduced for local residents by the construction of cuttings, bunds and tree planting, then that should be done even if the view from the road is thereby made more limited. ■ Maintain strict planning restrictions along the new road to prevent industrial estates from popping up and adding to visual impact. ■ Concern is raised at the announcement that the stretch from Girton to Milton is to be both lit (with streetlights) and have overhead gantries (also lit)providing light pollution and visual intrusion. ■ The proposals for the new road will change for the worse a great tract of unspoilt land and increase the traffic burden and level of noise pollution on the local communities, whilst serving to make their journeys around the areas worse and more expensive. ■ The new A14 from Buckden would also be a blot on the landscape. ■ The route will severely impact the landscape and scenery of the immediate area. The entire route should be constructed in cuttings.	
Land take	■ Land at Bar Hill junction to serve services already has planning permission in place? ■ The undesirable severing of several small parcels of land between the A14 and A1 would be regarded as an acceptable price to pay for the maintenance of the majority of their farmland untouched. ■ Loss of valuable agricultural land which should be used for food production. ■ Water meter and electric supply are at Catch Hall Farm so will require them to be placed on our property. The pipe will be crossed by the side road which will create future problems.	

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Consultation theme	What you said	Where the issue has been considered in the consultation report
Noise and vibration	■ The realignment of the A14 to take traffic away from the town of Huntingdon will greatly enhance the quality of life in that traffic noise and pollution will be reduced. ■ Noise mitigation should be a priority. ■ Noise levels are already audible day and night despite noise barriers and are set to increase. ■ Any sound barriers, on either side of the A14 MUST be absorbative NOT reflective. ■ What the effects of noise are on Buckden Marina from the elevated section of the HSB? Will more trees be planted? ■ In what way will noise from the new bypass affect the wildlife in the Great Ouse valley? ■ Construct noise barriers on both sides of the Cambridge Northern Bypass. ■ Noise and air pollution will increase at night due to tolling hours. ■ Increased noise at Lolworth. ■ There are prospective air quality and noise benefits in particular for Huntingdon and Godmanchester from the removal of the viaduct and diversion of strategic traffic. Elsewhere there are likely to be noise implications at a variety of locations which will require mitigation measures. ■ Where else in this country are there 10 lanes of traffic bordering so close to a village? How can you estimate the possible future pollution of both noise and air quality when you have nothing to measure it by? ■ Noise levels from bypass will ruin the enjoyment of previously quiet gardens in summer ■ I request that HA conducts research into the effect of noise in Hilton from the new road and publishes its results in good time before the next consultation period in the spring 2014. ■ What will be done to mitigate and compensate for the increase in noise pollution for the residents of Hilton? ■ Crematorium needs to be protected from improvements works and any increase in noise pollution needs to be mitigated. ■ Noise protection with fencing and mounds to mitigate sound bouncing. This will be needed for villages such as Connington, Hilton etc.	How we will assess environmental impacts (during both the construction and operation of the scheme), identify necessary mitigation and consult on these as part of developing the scheme has been set out within section 9.2 and section 10 of the consultation report.
Socio-economics	■ Ensure gravel pits are turned into something beneficial post construction, e.g. fishing pits, nature reserves and countryside parks etc. ■ The scheme will not provide benefits for local business. ■ Residents will suffer delay in getting to the station, the hospital, the local secondary school. Police and Fire HQ and the town. ■ Probably good for congestion in town centres and for business i.e. logistics. Could possibly destroy any economy left in Huntingdon town centre. ■ Liaise with BT re: the provision of broadband into Lolworth - do this at the same time as advanced works in this area. ■ The selected route for the road will have a detrimental effect on local property values.	How we will assess environmental and socio-economic impacts (during both the construction and operation of the scheme), identify necessary mitigation and consult on these as part of developing the scheme has been set out within section 9 and section 10 of the consultation report.
Sustainability	■ If it is important “to preserve the reputation that Cambridge has for innovation and growth” (as stated in the consultation leaflet), we should go for more sustainable (and innovatory) options. ■ Support recycling of materials from development sites (where they are not capable of being used onsite), eg the disused runways at Northstowe and Waterbeach	

Consultation theme	What you said	Where the issue has been considered in the consultation report
Construction impact	■ No construction vehicles should be allowed through Brampton. ■ But the disruption during construction will be enormous and avoidance of roadworks on A10 (Milton interchange) may lead to intolerable levels of traffic through Waterbeach, Landbeach, Cottenham and Histon. ■ Material from pits should be transported by conveyor belts reducing the demand for vehicular movements. ■ Support the use of gravel pits local to the road build to avoid construction traffic on local roads and through St Ives. ■ It is hoped that archaeological excavations and installation of pieztometers undertaken for the previous scheme do not need to be repeated. ■ Whenever the A141 Buckden-Brampton Road or B1043 Offord-Godmanchester Road is closed, residents of Buckden and the Offords have to use the other road as their alternative diversion – these two roads should not be subject to simultaneous closure. ■ Weight limits are required to protect local villages during and after construction.	How we will assess and identify mitigation for com-munit impacts (for both construction and operation) is set out in section 9.3 and section 10 of the consultation report.
Non-motorised users (NMU)	■ The new road provides an opportunity to reverse the current unsatisfactory road situation for NMUs between Cambridge, Bar Hill and Huntingdon. ■ A separate/dedicated cycle lane and a pedestrian path should be constructed adjacent to the LAR to permit cycling/ walking to both Swavesey and Cambridge. ■ A cycle lane should be included to connect Ellington to Brampton cycle lane. ■ Clear, safe and convenient cycle paths to the station will need to be a feature of the finished scheme. ■ It is hoped that a new look will be given to providing a non motorised user crossing of the A1. ■ Resurrect historic footpaths and bridleways between Madingley and Girton which were bisected when the A14 and the Girton interchange were built. ■ The Highways Agency should include cycling, walking and horse riding provision along this route (local access road), linking into cycling improvements planned in association with Northstowe. ■ The Highways Agency should also pay particular attention to the provision of cyclepaths past and through the Girton interchange, to improve current routes as well as provide new links. This should include linking up the historic footpaths between Coton/Madingley and Girton. ■ NMU facilities need to be an integral part of the local access road design process. ■ Create skate park under new viaduct just north of Offords and ensure that impact on footpath between Offords and Brampton in minimised. ■ NMU access over the A1 & A14 from Brampton to Brampton Wood needs to maintained. ■ Public rights of way crossings should be grade separated for footpaths and bridleways. ■ A new cycle access from Histon/Impington to Cambridge should be considered, to allow cyclists to safely bypass what will be an even busier, high speed roundabout. The Milton cycle bridge has been a success. ■ The proposals should incorporate improvements for cyclists, especially segregated cycle lanes along de-trunked lengths of the 'old' A14 and at junction ■ Needs dedicated cycleways between Histon Road and A14. ■ The safety of cyclists needs to be addressed. ■ There is a need for a safe separate cycleway is provided to link Dry Drayton and Bar Hill to the city. ■ Public rights of way crossings should be grade separated for footpaths and bridleways. ■ There not enough proposals for footpath/cycle routes between villages affected by proposals. ■ Improvements to the Histon junction should consider the needs of cyclists between Cambridge and Histon.	How we will consider the impact on non-motorised Users and consider NMU improvements as part of the ongoing design process is set out in section 9.4. How we will engage relevant stakeholders and consult on proposals as part of our future consultation process is set out in section 10 of the consultation report.

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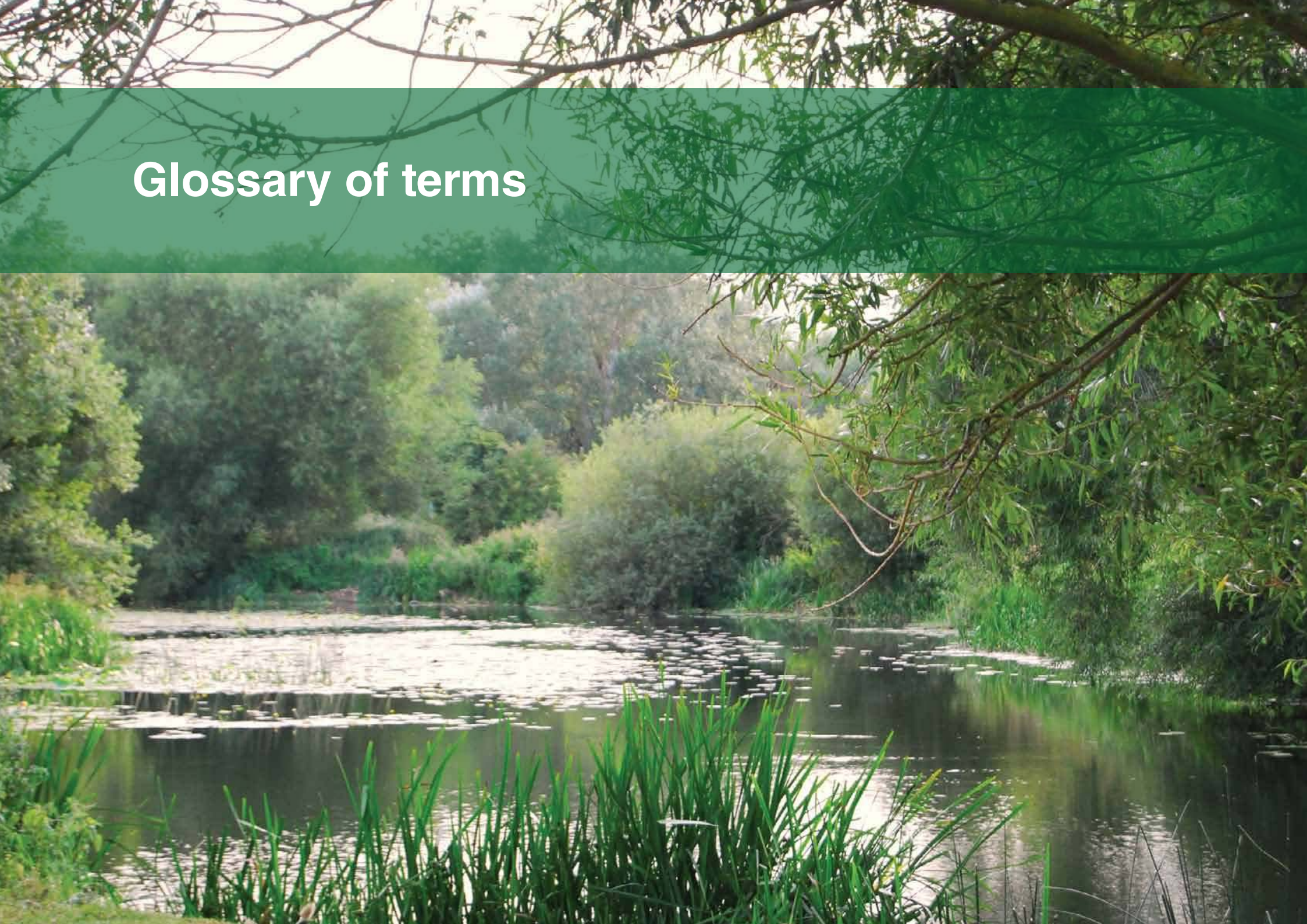
The route ahead

Consultation theme	What you said	Where the issue has been considered in the consultation report
Managing the project	■ This is the third consultation on this scheme, how much money has been wasted? Please get on and build it. ■ Works are planned to start after next election so more than likely scheme will be put on hold once again. Start now before change in government. ■ The next stage for the proposals must co-ordinate with the County Council's highway plans, in particular in relation to traffic on Harrison Way. ■ It is hoped there is no repeat of scheme cancellation as previously. ■ Get on with the scheme as quickly as possible; we have been waiting over 15 years for suitable improvements. ■ The scheme is damaging to Cambridgeshire and should be stopped.	We have set out the next steps in the project, how we will further consult and engage statutory stakeholders on the detailed design of the scheme as part of the formal DCO process is set out within section 10 of the consultation report.
DCO process	■ A14 NMU group request that they are a formal consultee as the scheme progresses. ■ The local farming community would like to participate in consultation on the scheme design at the earliest opportunity.	

Glossary of terms



Acronym	Term	Definition
AQMA	Air quality management area	Since December 1997 each local authority in the UK has been carrying out a review and assessment of air quality in their area. The aim of the review is to make sure that the national air quality objectives will be achieved throughout the UK by the relevant deadlines. These objectives have been put in place to protect people's health and the environment. If a local authority finds any places where the objectives are not likely to be achieved, it must declare an Air Quality Management Area there. This area could be just one or two streets, or it could be much bigger.
ANPR	Automatic number plate recognition	A system of cameras that use optical character recognition to read vehicle registration plates.
	Cabinet Office's Consultation Principles: Guidance (2012)	Sets out the principles that Government departments and other public bodies should adopt for engaging stakeholders when developing policy and legislation.
CCC	Cambridgeshire County Council	Cambridgeshire is made up of five districts, containing a total of 60 divisions. These are: Cambridge City Council, East Cambridgeshire District Council, Fenland District Council, Huntingdonshire District Council, South Cambridgeshire District Council.
CEMP	Construction Environmental Management Plan	Sets out the intended methods of effectively managing potential environmental impacts arising from the construction of a scheme.
CHUMMS	Cambridge to Huntingdon Multi-Modal Study	A study undertaken on behalf of the DfT which considered the strategic importance of the A14 and looked at multi modal options for its improvement.
CNB	Cambridge Northern Bypass	A section of the A14 which traverses a route north of Cambridge approximately between Madingley in the west to Teversham in the east.
	Committed Development	Developments that have been granted planning permission and have a programmed date for commencement.
CGB	Cambridge Guided Busway	The Cambridgeshire Guided Busway (also Cambridge-Huntingdon Rapid Transit Scheme, locally the busway or the guided bus) connects Cambridge, Huntingdon and St Ives.
	Cambridgeshire Local Transport Plan (2011-2026)	Sets out Cambridgeshire's existing and future transport issues and how they will be addressed.
	Data Protection Act 1998	The regulation of the processing of information relating to individuals, including the obtaining, holding, use or disclosure of such information.

Acronym	Term	Definition
DCO	Development Consent Order	Applicants promoting nationally significant infrastructure projects in the fields of energy, transport, water and waste will apply for a 'development consent order' under the Planning Act 2008. A development consent order, when issued, combines the grant of planning permission with a range of other consents that in other circumstances have to be applied for separately, such as listed building consent. All applications for development consent orders will be made to the Planning Inspectorate.
DfT	Department for Transport	A Government department whose objective is to oversee the delivery of a reliable, safe and secure transport system that responds efficiently to the needs of individuals and business whilst safeguarding our environment. The HA is an executive agency of the DfT.
	DfT A14 Study	A study conducted after the EFD scheme was put on hold to re-visit potential options and determine if a more affordable scheme was possible and in the latter stages, to investigate the potential of tolling.
DMRB	Design Manual for Roads and Bridges	A comprehensive manual system which sets out current standards, Advice Notes and other published documents relating to Trunk Road works.
EA	Environment Agency	An Executive Non-departmental Public Body responsible to the Secretary of State for Environment, Food and Rural Affairs. Its principal aims are to protect and improve the environment, and to promote sustainable development.
ECML	East Coast Mainline	A 393-mile (632 km) long railway link that links London, the South East and East Anglia with Yorkshire, the North East Regions and Scotland. The route forms a key artery on the eastern side of Great Britain and is broadly paralleled by the A1 trunk road.
EFD	Ellington to Fen Ditton (scheme)	The A14 scheme that was entered into the TPI and consulted on in 2005 (concluded in early 2007). The HA promoted this scheme, publishing the ES and draft orders in 2009, however progress on the scheme was halted following the 2010 comprehensive spending review.
ES	Environmental Statement	This document covers all potential significant environmental impacts that the road project may have.
HGV	Heavy Goods Vehicle	Goods-carrying vehicle over 3,500kg unladen weight.
HRV	Huntingdon Road Viaduct	A six span structure carrying the A14(T) over the B1514 Brampton Road and the ECML railway on the western side of Huntingdon.

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Acronym	Term	Definition
HSB	Huntingdon Southern Bypass	A proposed bypass which forms part of a number of the Options considered for the A14 Cambridge to Huntingdon scheme and passes to the south of Huntingdon (between the existing A14 at Ellington and Fen Drayton).
LAR	Local Access Road	A road which provides safe and convenient access to individual properties, and to provide final access to destination only, not catering for through traffic. A road of this type is primarily for use by residents and pedestrians and can provide opportunities for safer routes for cyclists and pedestrians by introducing measures to displace through-traffic.
LAQM	Local Air Quality Management	A process which requires local authorities to conduct periodic reviews and assessments of air quality in their areas.
	Motorway	A main road for fast-moving, longer distance traffic, having limited access, separate carriageways for vehicles travelling in opposite directions, and usually a total of three to six lanes.
	Matrix Sign	VMS designed to display both pictograms and text. It can display an almost infinite number of traffic symbols and/ or text displays.
NMU	Non-Motorised User	Pedestrian's, cyclists, or equestrians.
ORT	Open Road Tolling	A system that indirectly collects tolls from motorists via ANPR or similar technology, removing the need for motorists to stop at booths to pay.
	Planning Act 2008	The primary legislation which established the legal framework for applying for, examining and determining applications for Nationally Significant Infrastructure Projects taking into account the guidance in National Policy Statements.
	Planning Act 2008: guidance on the pre-application process for major projects (2013)	Sets out the requirements and procedures for the pre-application process and consultation for major infrastructure projects.
	Planning Inspectorate	The government agency responsible for examining planning applications for nationally significant infrastructure projects.

Acronym	Term	Definition
PROW	Public Right of Way	PROW are highways that allow the public right of passage.
	Route based strategies	Route based strategies are being taken forward by the Highways Agency to enable a smarter approach to investment planning and support greater participation in planning for the strategic road network from local and regional stakeholders.
	Statement of Community Consultation	A statement on who will be consulted, how they will be consulted and on what will be consulted.
SRN	Strategic Road Network	Motorways and trunk roads.
	Trunk road	The strategic highways which link cities, towns, ports and airports. Most motorways and some A roads are trunk roads.
TERN	Trans-European Road Network	The TERN includes motorways and high-quality roads, whether existing, new or to be adapted, which play an important role in long-distance traffic; or bypass the main urban centres on the routes identified by the network; or provide interconnection with other modes of transport; or link landlocked and peripheral regions to central regions of the European Union.
	Uncommitted Development	Development that is in the pipeline but does not yet have planning permission or a programmed date of comencement.

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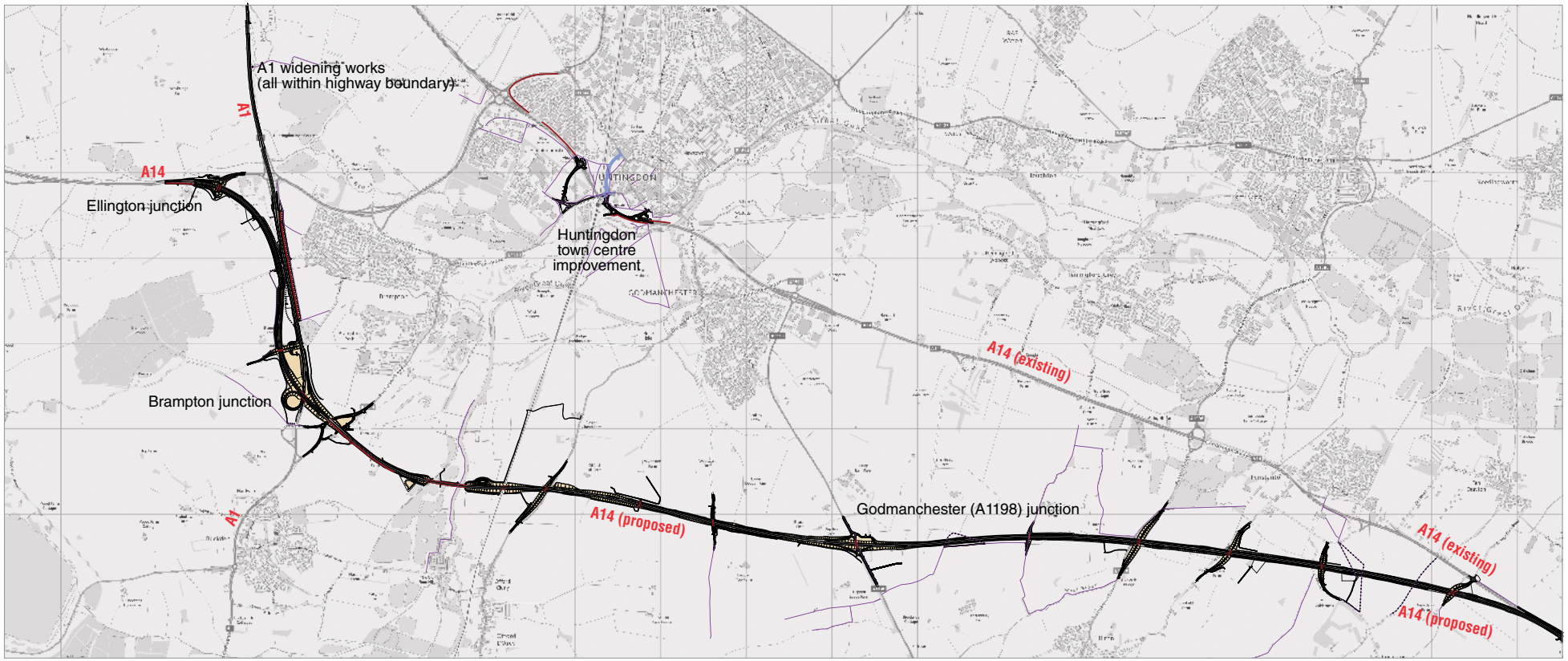
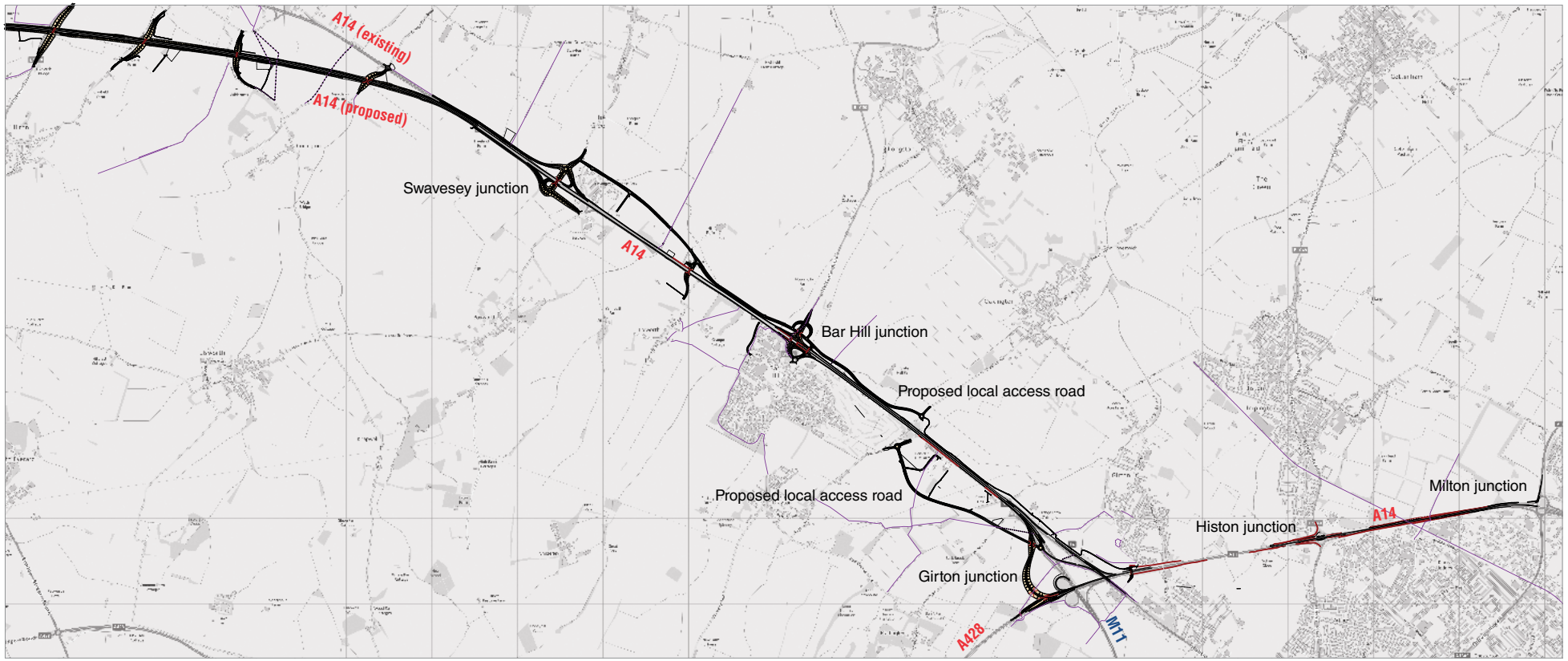
Proposed scheme




A14 (existing)
A14 (proposed)
Swavesey junction
A14
Bar Hill junction
Proposed local access road
Proposed local access road
Girton junction
Histon junction
A14
Milton junction
A428
M11

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If you need help using this or any other Highways Agency information, please call **0300 123 5000*** and we will assist you.

Contact details

While the consultation on scheme options has been completed, we encourage you to continue to share your views with us:

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